SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

SUPPLEMENT No. 1 TO TIME TABLE No. 138

FOR THE

PORTLAND DIVISION

SUPERSEDING PAGE 4

Effective Sunday, October 28, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

EASTWARD

MEDFORD SUBDIVISION

WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco via Siskiyou Line	Supplement No. 1 to Time Table No. 138 October 28, 1945	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS		
	738	734	736	330	8				329	7	735	733	737
	Freight	Freight	Freight	Rogue River	Shasta				Rogue River	Shasta	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS A. B. S.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Ashland Yd. BKWOTP	8.00 AM			6.30 PM	1.45 PM	429.1	TO-R **ASHLAND** E. 5.7 — W. 5.4	215.2	s 9.25 AM	s 5.55 PM			12.01 PM
58 P	8.13			s 6.40	1.55	434.6	**TALENT** E. 2.4 — W. 2.0	209.7	s 9.15	5.43			11.45 AM
18	8.20			f 6.45	f 1.59	437.0	**PHOENIX** E. 4.6 — W. 5.0	207.3	f 9.07	f 5.37			11.30
Yard Limits 60 KWYP	**8.55**			s 7.10	s 2.20	441.8	TO **MEDFORD** E. 4.0 — W. 4.0	202.5	s **8.55**	s 5.25			11.15
60 P	9.20			s 7.17	s 2.27	445.7	**CENTRAL POINT** E. 4.7 — W. 4.3	198.6	s 8.25	s 5.13			10.35
24 P	9.31			7.23	2.33	450.2	**TOLO** E. 6.9 — W. 7.1	194.1	8.18	5.07			10.20
38 Yard Limits WP	**10.00**			s 7.37	f 2.46	457.2	TO **GOLD HILL** E. 7.6 — W. 7.6	187.1	s 8.04	f 4.53			**10.00**
50 P	10.20			f 7.48	f 2.56	464.9	**ROGUE RIVER** E. 8.8 — W. 8.9	179.4	s 7.49	f 4.43			9.25
Yard Limits 63 BKWTP	10.40 AM		5.00 AM	s 8.13	s 3.10 PM	473.9	TO-R **GRANTS PASS** E. 4.7 — W. 4.8	170.4	s 7.34	4.30 PM	11.00 AM		9.00 AM
69 P			5.10	8.24		478.2	**DIMMICK** E. 4.0 — W. 3.8	166.1	7.13		10.40		
35 P			5.20	f 8.35		482.5	**MERLIN** E. 5.2 — W. 5.7	161.8	s 7.04		10.20		
84 P			5.30	f 8.46		487.4	**HUGO** E. 6.7 — W. 6.4	156.9	s 6.51		10.05		
65 P			5.50	f 9.01		494.1	**LELAND** E. 4.3 — W. 4.2	150.2	s 6.41		9.40		
60 P			6.00	9.11		498.6	**POLLARD** E. 3.6 — W. 3.8	145.7	6.30		9.25		
68 P			**6.24**	f 9.20		502.0	**WOLF CREEK** E. 5.7 — W. 5.5	142.3	s **6.24**		9.10		
Yard Limits 60 KWOTP			6.53	s 9.40		507.9	TO **GLENDALE** E. 3.7 — W. 3.9	136.4	s 6.10		8.45		
70 P			7.07	9.48		512.0	**REUBEN** E. 5.0 — W. 4.8	132.3	5.56		8.20		
58 P			7.20	f 9.59		516.5	**BRANDT** E. 5.2 — W. 5.4	127.8	f 5.45		8.05		
74 WTP			**7.48**	f 10.11		521.7	**WEST FORK** E. 4.1 — W. 4.7	122.6	f 5.33		**7.48**		
36 P			8.10	10.21		525.6	**COW CREEK** E. 5.6 — W. 4.7	118.7	5.22		7.35		
43 P			8.30	f 10.36		531.4	**PECK** E. 4.0 — W. 4.1	112.9	f 5.07		7.15		
62 P			8.45	f 10.45		535.5	**BYERS** E. 8.6 — W. 8.6	108.8	f 4.56		7.02		
57 P			9.10	s 11.01		544.2	**RIDDLE** E. 5.6 — W. 5.6	100.1	s 4.38		6.39		
62 P			9.25	11.12		549.3	**WEAVER** E. 0.8 — W. 0.4	95.0	4.27				
15 WP			9.30	s 11.15		550.4	TO **MYRTLE CREEK** E. 3.9 — W. 4.6	93.9	s 4.25		6.21		
86 P			9.45	11.25		554.9	**DOLE** E. 7.4 — W. 7.2	89.4	f 4.13		6.07		
59 P			10.05	f 11.38		562.0	**DILLARD** E. 6.1 — W. 5.9	82.3	s 4.00		5.45		
41 P			10.20	f 11.48 PM		567.7	**GREEN** E. 4.1 — W. 4.3	76.6	f 3.47		5.20		
R'burg Yd. BK Psgr 25 WOTP		7.00 AM	10.35 AM	s 12.15 AM		572.6	TO-R **ROSEBURG** E. 9.5 — W. 9.5	71.7	s 3.35		5.00 AM	12.20 PM	
57 P		7.25		f 12.33		581.4	**WILBUR** E. 5.2 — W. 5.2	62.9	f 3.01			11.55 AM	
Yard Limits 56 P		7.40		f 12.42		586.4	**SUTHERLIN** E. 2.5 — W. 2.4	57.9	f 2.53			11.40	
58 WP		7.54		f 12.50		589.1	TO **OAKLAND** E. 6.3 — W. 6.1	55.2	f 2.43			11.30	
40 P				f		595.4	**ISADORA** E. 1.8 — W. 2.1	48.9	f				
56 P		8.20		1.07		597.5	**RICE HILL** E. 6.5 — W. 6.5	46.8	2.33			11.05	
64 P		8.45		f 1.20		603.7	**YONCALLA** E. 5.2 — W. 5.3	40.6	f 2.18			10.50	
69 Yard Limits WP		9.15		f 1.34		609.0	TO **DRAIN** E. 2.8 — W. 2.4	35.3	s 2.05			10.35	
		9.25		1.39		611.7	**LEONA** E. 1.4 — W. 1.6	32.6					
60 P		**9.45**		**1.43**		613.2	**SAFLEY** E. 3.1 — W. 2.7	31.1	**1.43**			**9.45**	
12				f		616.1	**CURTIN** E. 1.5 — W. 1.8	28.2	f				
42 P		10.15		f 2.00		617.9	**COMSTOCK** E. 4.2 — W. 4.3	26.4	f 1.26			9.25	
82 YP		10.45		f 2.10		621.9	**DIVIDE** E. 4.5 — W. 4.5	22.4	f 1.15			9.15	
Yard Limits 45 WP		11.15		s 2.27		626.5	TO **COTTAGE GROVE** E. 4.5 — W. 4.7	17.8	s 1.05			8.50	
65 P		11.40 AM		f 2.36		630.6	**WALKER** E. 4.4 — W. 4.4	13.7	f 12.40			8.35	
60 P		12.01 PM		f 2.45		635.5	**CRESWELL** E. 5.2 — W. 5.3	8.8	f 12.32			8.20	
65 P		12.30		f 2.54		640.9	**GOSHEN** E. 4.3 — W. 3.6	3.4	f 12.23			8.10	
(Spur 28) YP		1.00 PM		3.00 AM		644.3	TO-R **SPRINGFIELD JCT.**	0.0	12.15 AM			8.00 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(215.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.40) 16.80	(6.00) 11.95	(5.35) 17.71	(8.30) 25.31	(1.25) 31.62		Time over District Average Speed per Hour		(9.10) 23.47	(1.25) 31.62	(6.00) 16.45	(4.20) 16.55	(3.01) 14.85

RULES 5 and 105. At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Nos. 7 and 8 stop on flag at Talent to dispatch and receive parcel post and U. S. Mail.

Nos. 7 and 8 reduce speed, or stop if necessary, at Rogue River, Gold Hill, and Phoenix to dispatch and receive parcel post and U. S. Mail.

No. 330 stop at any station to discharge parcel post.

Water Supply—MP 536.2.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Gas Works	438.4	
Voorhies	438.8	
Seven Oaks	447.7	
Rock Point (Spur)	459.4	4
Langdon	517.9	
Shady (Spur)	569.4	17
Winchester	577.8	
Deady	583.9	
Krewson (Spur)	610.2	13
Anlauf	615.2	
Monett	624.3	7
Latham	625.0	39
Saginaw (Spur)	629.1	22

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To (or beyond)	From (or beyond)
329, 330	Langdon, Dad's Creek (MP 529.5), Winchester, Anlauf, Latham, Saginaw	Daily	Rec. or Dis.	Any station	Any station

EASTWARD — BROOKLYN SUBDIVISION — WESTWARD

Capacity of Sidings in car lengths	SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 138 February 18, 1945	Distance from Portland	FIRST CLASS					SECOND CLASS					
	686 Freight	20 Klamath	18 Oregonian	24 Cascade	16 West Coast	330 Rogue River		STATIONS		19 Klamath	23 Cascade	15 West Coast	329 Rogue River	17 Oregonian	685 Local Freight	661 Freight	663 Freight	665 Freight	667 Freight	669 Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Eugene yd. BKWP		6.43 PM	2.05 PM	9.46 AM	6.05 AM	3.30 AM	647.3	TO-R **EUGENE** E. 1.9 — W. 1.8	123.7	s 11.55 AM	s 8.42 PM	s 10.45 PM	s 11.42 PM	s 1.45 AM						
BKWO TYP							649.2	TO-R **EUGENE YARD** E. 0.0 — W. 0.0	121.8	11.48	8.36	10.38	11.35	1.37		6.00 AM	9.40 AM	2.55 PM	8.00 PM	1.05 AM
BK		6.50	2.12	9.53	6.12	3.37	650.2	TO-R **BURMA** E. 3.4 — W. 2.5	120.8											
101 P		6.54	2.16	9.58	6.16	3.42	653.0	**IRVING** E. 6.7 — W. 6.8	118.0	11.44	8.32	10.33	11.30	1.33		5.54	9.34	2.45	7.52	12.58
110 P		7.01	**2.23**	10.06	6.23	3.50	659.9	**SWAIN** E. 1.4 — W. 0.6	111.1		8.25	10.26	11.22	1.26				**2.23**		
24 WP		f 7.05				f	660.6	TO **JUNCTION CITY** E. 4.3 — W. 4.9	110.4	f 11.35	8.23	10.24	s 11.20	1.24		5.41	9.16	2.20	7.44	12.50
80 P		7.12	2.33	10.14	6.34	f 4.02	665.1	TO **HARRISBURG** E. 5.5 — W. 5.7	105.9	11.26	8.16	10.17	11.10	1.17		5.32	9.07	2.12	7.34	12.41
104 P		**7.18**	2.38	10.19	6.39	4.07	670.7	**FOLK** E. 2.6 — W. 2.5	100.3	11.17	8.10	10.11	11.03	1.11		5.23	8.59	2.03	**7.18**	12.32
87 P		7.24	2.43	10.24	6.45	f 4.13	673.8	TO **HALSEY** E. 5.3 — W. 5.3	97.2	11.12	8.07	10.07	10.59	1.07		5.18	8.53	1.57	7.01	12.27
98 WP		7.30	2.49	10.29	6.51	f 4.20	679.0	**SHEDD** E. 5.5 — W. 5.5	92.0	11.04	8.01	10.01	10.52	1.01		5.10	8.45	1.49	6.51	12.19
97 P		7.36	2.55	10.34	6.57	f 4.27	684.6	TO **TANGENT** E. 5.9 — W. 6.6	86.4	10.56	7.55	9.55	10.46	12.55		5.02	8.36	1.42	6.44	12.10 AM
Albany yd. 160 P			3.00	10.39	7.02	4.33	689.9	**PAGE** E. 0.5 — W. 0.3	81.1		7.48	9.50	10.39	12.50						
140 BKW OYTP		s **7.45**	s 3.10	**10.44**	s 7.18	s **4.50**	690.9	TO-R **ALBANY** E. 4.4 — W. 3.8	80.1	s **10.44**	s **7.45**	s 9.45	s 10.35	s 12.45		**4.50**	8.24	1.31	6.33	11.59 PM
92 P		7.57	3.20	10.55	7.28	5.00	695.4	**MILLERSBURG** E. 4.9 — W. 4.9	75.6	10.21	7.28	9.27	10.06	12.23		4.30	8.12	1.19	6.21	11.31
91 P		8.03	3.25	10.59	7.33	f 5.07	699.5	**JEFFERSON** E. 4.2 — W. 4.5	71.5	10.17	7.23	9.22	10.00	12.17		4.23	8.05	1.13	6.15	11.25
Yd Lmt 109 WP		8.08	3.30	11.04	7.38	f 5.15	704.2	TO **MARION** E. 6.1 — W. 5.9	66.8	10.12	7.18	9.17	f 9.54	12.06 AM		4.16	7.58	1.06	6.08	11.18
101 P		8.15	3.37	11.11	**7.45**	f 5.23	710.7	**TURNER** E. 7.0 — W. 7.1	60.3	10.05	7.11	9.11	f 9.44	11.59 PM		4.06	**7.45**	12.56	5.58	11.08
Salem yd. 105 KWP		8.22	3.44	11.19	7.52	5.31	717.4	A. B. S. TO-R **PRINGLE** E. 1.2 — W. 0.6	53.6	9.58	7.02	9.03	9.34	11.52		3.55	7.25	12.45	5.47	10.57
BKWOYP		s 8.35	s 3.55	11.27	s 8.05	s 5.50	718.2	**SALEM** E. 1.9 — W. 2.2	52.8	s 9.55	s 6.59	s 8.55	s 9.30	s 11.49		3.50	7.20	12.42	5.44	10.37
72 P		**8.42**	4.03	11.33	8.12	5.57	720.3	**FAIR GROUNDS** E. 1.8 — W. 2.1	50.7	9.40	6.50	**8.42**	9.15	11.29		3.43	7.12	12.36	5.38	10.31
101 P		8.45	4.06	11.36	8.15	6.00	722.2	**LABISH** E. 4.7 — W. 4.7	48.8	9.36	6.47	8.31	9.10	11.26		3.39	7.08	12.32	5.34	10.27
99 P		8.50	4.12	11.41	8.20	f 6.08	726.9	TO **BROOKS** E. 5.4 — W. 5.0	44.1	9.31	6.42	8.26	9.01	11.21		3.31	7.01	12.25	5.25	10.18
56 P		**8.55**	4.18	11.47	8.25	f 6.15	732.1	TO **GERVAIS** E. 2.5 — W. 3.2	38.9	9.25	6.36	8.20	**8.55**	11.15		3.22	6.52	12.16	5.19	10.12
Yd Lmt 117 WYP		s 9.10	4.25	11.51	8.29	s 6.28	735.2	TO **WOODBURN** E. 4.5 — W. 3.6	35.8	s 9.20	6.32	8.15	s 8.45	11.11		3.15	6.46	12.11	5.03	10.06
36 P		9.15	4.29	11.56	8.34	f 6.33	738.8	**HUBBARD** E. 2.2 — W. 2.8	32.2	9.12	6.27	8.10	8.38	11.07		3.00	6.40	12.05 PM	4.57	10.00
111 P		9.18	4.33	**11.59** AM	8.39	**6.36**	741.6	**HITO** E. 5.6 — W. 5.8	29.4	9.09	6.24	8.07	8.35	11.04		2.55	**6.36**	**11.59** AM	4.52	9.55
Yd Lmt 118 WYP		f 9.30	**4.42**	12.06 PM	8.46	s 6.48	746.8	TO **CANBY** E. 3.6 — W. 3.4	24.2	9.00	6.15	7.59	s 8.25	10.56		2.44	6.25	11.44	**4.42**	9.45
102 P		**9.37**	4.50	12.13	**8.55**	6.55	750.8	**COALCA** E. 2.2 — W. 1.8	20.2	**8.55**	6.08	7.51	8.15	10.50		2.33	6.14	11.35	4.33	**9.37**
38 P							752.9	**PULP** E. 2.2 — W. 2.6	18.1											
112 WP		s 9.50	5.00	12.22	9.05	s 7.07	755.5	TO **OREGON CITY** E. 5.3 — W. 5.2	15.5	f 8.45	5.59	7.42	s 8.05	10.41		2.21	6.03	11.25	4.23	9.23
99 P		f 10.01	5.10	12.32	9.17	f 7.18	760.0	**CLACKAMAS** E. 3.2 — W. 3.4	11.0	8.30	5.49	7.31	f 7.50	10.30		2.12	5.52	11.12	4.12	9.12
107 P		10.06	5.15	12.37	9.25	7.24	764.1	**EAST MILWAUKIE** E. 2.2 — W. 1.0	6.9	8.25	5.44	7.26	7.41	10.24		2.05	5.45	11.05	4.05	9.05
Brooklyn yard P	7.25 PM	10.09	5.17	12.39	9.28	7.26	765.2	**WILLSBURG JCT.** E. 1.6 — W. 2.6	5.8	8.23	5.42	7.23	7.39	10.22	12.40 AM	2.03	5.43	11.03	4.03	9.03
BKWOTP	7.30 PM	10.12	5.19	12.41	9.30	7.30	766.9	TO-R **BROOKLYN** E. 1.1 — W. 0.1	4.1	8.20	5.40	7.20	7.37	10.20	12.35 AM	2.00 AM	5.40 AM	11.00 AM	4.00 PM	9.00 PM
		10.16	5.22	12.44	9.33	7.33	767.9	**HAIG** E. 1.5 — W. 1.5	3.1	8.17	5.37	7.17	7.33	**10.16**						
I							769.4	(S. P. & S. Crossing) E. 0.9 — W. 0.9 Double Track	1.6											
I							770.3	**EAST PORTLAND** E. 0.7 — W. 0.7	0.7											
BKIP		s 10.50 PM	s 5.45 PM	s 1.05 PM	s 10.05 AM	s 7.55 AM	771.0	TO-R **PORTLAND**	0.0	8.00 AM	5.20 PM	7.00 PM	7.15 PM	10.00 PM						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.05) 20.40	(4.07) 30.04	(3.40) 33.73	(3.19) 37.28	(4.00) 30.92	(4.25) 28.01		Time over District Average Speed per Hour		(3.55) 31.58	(3.22) 36.74	(3.45) 32.98	(4.27) 27.79	(3.45) 32.98	(0.05) 20.40	(4.00) 29.42	(4.00) 29.42	(3.55) 30.05	(4.00) 29.42	(4.05) 28.87

First-class trains run with caution between signal bridge west of train-order office Brooklyn and Union Station, Portland.

RULE 72. Eastward inferior trains may run ahead of delayed first-class trains Willsburg Jct. to Brooklyn.

RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6491 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

RULE 5. Schedule time and train-order time at Brooklyn applies at switch leading to yard, 770 feet west of train-order office.
See pages 2 and 5 for additional schedules between Eugene and Eugene Yard.
No. 330 stop at Aurora if necessary to exchange U. S. Mail.
Nos. 16 and 18 reduce speed at Oregon City to exchange U. S. Mail and newspapers.
No. 18 reduce speed at Halsey and Woodburn to permit U. S. Mail to be thrown into mail car.
No. 19 reduce speed at Gervais, Shedd, Halsey, Harrisburg and Junction City on request of postal clerk, to dispatch U. S. Mail and newspapers.
No. 17 reduce speed at Oregon City to exchange U. S. Mail and newspapers.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Chemawa..........(Spur)	723.3	15
Aurora........... "	743.2	8
Barlow........... "	745.2	18
New Era.......... "	750.1	10
Park Place...............	757.3	
Haskell............(Spur)	761.0	6
East Morrison St..........	769.7	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To (or beyond)	From (or beyond)
330	Chemawa	Daily	Rec. or Dis.	Any station	Any station
16	Junction City, Halsey, Chemawa, Woodburn, Canby, Oregon City	Daily	Discharge		Klamath Falls
20	Halsey, Chemawa	Daily	Rec. or Dis. Revenue	Portland	Eugene
20	Harrisburg, Halsey, Tangent	Daily	Perishable express	Portland	Eugene
24	Albany, Salem	Daily	Discharge		Davis
19	Canby, Chemawa, Halsey	Daily	Rec. or Dis. Revenue	Eugene	Portland
15	Oregon City, Canby, Woodburn, Junction City	Daily	Rec. Revenue	Klamath Falls	
329	Chemawa	Daily	Rec. or Dis.	Eugene	Portland
329	Any station	Daily	Receive	Eugene	
329	Park Place	Daily	Rec or Dis.	Any station	Any station

MEDFORD SUBDIVISION

EASTWARD								WESTWARD			
Capacity of Sidings and car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco via Siskiyou Line	Time Table No. 138 February 18, 1945	Distance from Springfield Jct.	FIRST CLASS	SECOND CLASS		
	738	734	736	330				329	735	733	737
	Freight	Freight	Freight	Rogue River				Rogue River	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Ashland Yd. BKWOTP	8.00 AM			6.30 PM	429.1	TO-R **ASHLAND** E. 5.7 — W. 5.4	215.2	s 9.25 AM			12.01 PM
58 P	8.13			s 6.40	434.6	**TALENT** E. 2.4 — W. 2.0	209.7	s 9.15			11.45 AM
18	8.20			f 6.45	437.0	**PHOENIX** E. 4.6 — W. 5.0	207.3	f 9.07			11.30
Yard Limits 60 KWYP	**8.55**			s 7.10	441.8	TO **MEDFORD** E. 4.0 — W. 4.0	202.5	s **8.55**			11.15
60 P	9.20			s 7.17	445.7	**CENTRAL POINT** E. 4.7 — W. 4.3	198.6	s 8.25			10.35
24 P	9.31			7.23	450.2	**TOLO** E. 6.9 — W. 7.1	194.1	8.18			10.20
38 Yard Limits WP	**10.00**			s 7.37	457.2	TO **GOLD HILL** E. 7.6 — W. 7.6	187.1	s 8.04			**10.00**
50 P	10.20			f 7.48	464.9	**ROGUE RIVER** E. 8.8 — W. 8.9	179.4	s 7.49			9.25
Yard Limits 63 BKWTP	10.40 AM		5.00 AM	s 8.13	473.9	TO-R **GRANTS PASS** E. 4.7 — W. 4.8	170.4	s 7.34	11.00 AM		9.00 AM
69 P			5.10	8.24	478.2	**DIMMICK** E. 4.0 — W. 3.8	166.1	7.13	10.40		
35 P			5.20	f 8.35	482.5	**MERLIN** E. 5.2 — W. 5.7	161.8	s 7.04	10.20		
84 P			5.30	f 8.46	487.4	**HUGO** E. 6.7 — W. 6.4	156.9	s 6.51	10.05		
65 P			5.50	f 9.01	494.1	**LELAND** E. 4.3 — W. 4.2	150.2	s 6.41	9.40		
60 P			6.00	9.11	498.6	**POLLARD** E. 3.6 — W. 3.8	145.7	6.30	9.25		
68 P			**6.24**	f 9.20	502.0	**WOLF CREEK** E. 5.7 — W. 5.5	142.3	s **6.24**	9.10		
Yard Limits 60 KWOTP			6.53	s 9.40	507.9	TO **GLENDALE** E. 3.7 — W. 3.9	136.4	s 6.10	8.45		
70 P			7.07	9.48	512.0	**REUBEN** E. 5.0 — W. 4.8	132.3	5.56	8.20		
58 P			7.20	f 9.59	516.5	**BRANDT** E. 5.2 — W. 5.4	127.8	f 5.45	8.05		
74 WTP			**7.48**	f 10.11	521.7	**WEST FORK** E. 4.1 — W. 4.7	122.6	f 5.33	**7.48**		
36 P			8.10	10.21	525.6	**COW CREEK** E. 5.6 — W. 4.7	118.7	5.22	7.35		
43 P			8.30	f 10.36	531.4	**PECK** E. 4.0 — W. 4.1	112.9	f 5.07	7.15		
62 P			8.45	f 10.45	535.5	**BYERS** E. 8.6 — W. 8.6	108.8	f 4.56	7.02		
57 P			9.10	s 11.01	544.2	**RIDDLE** E. 5.6 — W. 5.6	100.1	s 4.38	6.39		
62 P			9.25	11.12	549.3	**WEAVER** E. 0.8 — W. 0.4	95.0	4.27			
15 WP			9.30	s 11.15	550.4	TO **MYRTLE CREEK** E. 3.9 — W. 4.6	93.9	s 4.25	6.21		
86 P			9.45	11.25	554.9	**DOLE** E. 7.4 — W. 7.2	89.4	f 4.13	6.07		
59 P			10.05	f 11.38	562.0	**DILLARD** E. 6.1 — W. 5.9	82.3	s 4.00	5.45		
41 P			10.20	f 11.48 PM	567.7	**GREEN** E. 4.1 — W. 4.3	76.6	f 3.47	5.20		
R'burg Yd. BK Psgr 25 WOTP		7.00 AM	10.35 AM	s 12.15 AM	572.6	TO-R **ROSEBURG** E. 9.5 — W. 9.5	71.7	s 3.35	5.00 AM	12.20 PM	
57 P		7.25		f 12.33	581.4	**WILBUR** E. 5.2 — W. 5.2	62.9	f 3.01		11.55 AM	
Yard Limits 56 P		7.40		f 12.42	586.4	**SUTHERLIN** E. 2.5 — W. 2.4	57.9	f 2.53		11.40	
58 WP		7.54		f 12.50	589.1	TO **OAKLAND** E. 6.3 — W. 6.1	55.2	f 2.43		11.30	
40 P				f	595.4	**ISADORA** E. 1.8 — W. 2.1	48.9	f			
56 P		8.20		1.07	597.5	**RICE HILL** E. 6.5 — W. 6.5	46.8	2.33		11.05	
64 P		8.45		f 1.20	603.7	**YONCALLA** E. 5.2 — W. 5.3	40.6	f 2.18		10.50	
69 Yard Limits WP		9.15		f 1.34	609.0	TO **DRAIN** E. 2.8 — W. 2.4	35.3	s 2.05		10.35	
		9.25		1.39	611.7	**LEONA** E. 1.4 — W. 1.6	32.6				
60 P		**9.45**		**1.43**	613.2	**SAFLEY** E. 3.1 — W. 2.7	31.1	**1.43**		**9.45**	
12				f	616.1	**CURTIN** E. 1.5 — W. 1.8	28.2	f			
42 P		10.15		f 2.00	617.9	**COMSTOCK** E. 4.2 — W. 4.3	26.4	f 1.26		9.25	
82 YP		10.45		f 2.10	621.9	**DIVIDE** E. 4.5 — W. 4.5	22.4	f 1.15		9.15	
Yard Limits 45 WP		11.15		s 2.27	626.5	TO **COTTAGE GROVE** E. 4.5 — W. 4.7	17.8	s 1.05		8.50	
65 P		11.40 AM		f 2.36	630.6	**WALKER** E. 4.4 — W. 4.4	13.7	f 12.40		8.35	
60 P		12.01 PM		f 2.45	635.5	**CRESWELL** E. 5.2 — W. 5.3	8.8	f 12.32		8.20	
65 P		12.30		f 2.54	640.9	**GOSHEN** E. 4.3 — W. 3.6	3.4	f 12.23		8.10	
(Spur 28) YP		1.00 PM		3.00 AM	644.3	TO-R **SPRINGFIELD JCT.**	0.0	12.15 AM		8.00 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(215.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.40) 16.80	(6.00) 11.95	(5.35) 17.71	(8.30) 25.31		Time over District Average Speed per Hour		(9.10) 23.47	(6.00) 16.45	(4.20) 16.55	(3.01) 14.85

A. B. S.

RULES 5 and 105. At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

No. 330 stop at any station to discharge parcel post.

Water Supply—MP 536.2.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Gas Works	438.4	
Voorhies	438.8	
Seven Oaks	447.7	
Rock Point (Spur)	459.4	4
Langdon	517.9	
Shady (Spur)	569.4	17
Winchester	577.8	
Deady	583.9	
Krewson (Spur)	610.2	13
Anlauf	615.2	
Monett	624.3	7
Latham	625.0	39
Saginaw (Spur)	629.1	22

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To (or beyond)	From (or beyond)
329, 330	Langdon, Dad's Creek (MP 529.5), Winchester, Anlauf, Latham, Saginaw	Daily	Rec. or Dis.	Any station	Any station

COOS BAY SUBDIVISION

EASTWARD / WESTWARD

Time Table No. 138

February 18, 1945

Capacity of Sidings in car lengths	SECOND CLASS 752 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 334 Coos Bay Leave Daily	Mile Post Location		STATIONS	Distance from Coos Bay	FIRST CLASS 333 Coos Bay Arrive Daily	SECOND CLASS 751 Local Freight Arrive Daily Ex. Monday
Eugene yard BK WP		1.00AM	647.3	TO-R	**EUGENE** E. 1.4 — W. 0.9	121.6	s 12.01AM	
Eugene yard BKW OTYP	6.30AM		648.3	TO-R	**EUGENE YARD** E. 0.8 — W. 0.2	120.6		2.45PM
			649.3		(O. E. Ry. Crossing) E. 2.0 — W. 2.7	119.6	11.51PM	
54	6.42	1.09	651.6		**DANEBO** E. 9.0 — W. 8.7	117.3	11.45	2.35
43 P	7.08	s 1.20	660.5	TO	**VENETA** E. 1.8 — W. 1.5	108.4	s 11.27	2.05
		f	662.1		**LONG TOM** E. 3.0 — W. 3.2	106.8	f	
27 WP	7.20	s 1.30	665.3		**NOTI** E. 3.2 — W. 2.9	103.6	s 11.16	1.55
		f 1.38	668.3		**VAUGHN** E. 3.1 — W. 3.4	100.6	f 11.09	
17	7.40	f 1.45	671.5		**FLAGG** E 4.4 — W. 4.4	97.4	f	1.35
27 P	7.55	s 1.55	675.9		**WALTON** E. 0.8 — W. 0.7	93.0	s 10.52	1.25
		f	676.6		**SHANNON** E. 2.1 — W. 2.1	92.3	f	
WP		f	679.0		**GLOBE** E. 3.0 — W. 3.0	89.9	f	
		f	682.1		**AUSTA** E. 2.3 — W. 2.1	86.8	f	
		s	684.0		**LINSLAW** E. 0.7 — W. 1.3	84.9	s	
56 P	8.15	f 2.17	685.0		**RICHARDSON** E. 8.9 — W. 8.8	83.9	f 10.32	12.55
43 WP	8.40	f 2.40	693.8		**NEKOMA** E. 3.3 — W. 3.4	75.1	f 10.14	12.30
56 TP	8.55	s 2.50	697.1	TO	**SWISSHOME** E. 0.9 — W. 0.7	71.8	s 10.06	12.15PM
11		f	697.8		**SIUSLAW** E. 2.7 — W. 2.5	71.1	f 10.02	
11		f 2.58	700.6		**RAINROCK** E. 4.6 — W. 4.9	68.3	f 9.58	
Yard Limits 53 P	9.55	s 3.10	705.3	TO	**MAPLETON** E. 5.2 — W. 4.7	63.6	s 9.49	11.45AM
		s	710.3		**BECK** E. 4.4 — W. 5.0	58.6	s 9.36	
56 WP	**11.00**	f 3.32	715.0		**WENDSON** E. 1.5 — W. 1.4	53.9	f 9.26	**11.00**
P	11.10	s 3.47	716.3	TO	**CUSHMAN** E. 1.5 — W. 1.3	52.6	s 9.22	10.45
18	11.20	f 4.00	718.0		**SIBOCO** E. 3.5 — W. 3.2	50.7	f 9.14	10.35
(Spur 17) P		f 4.10	721.3		**CANARY** E. 3.7 — W. 3.9	47.6	f 9.05	
12 P	11.55AM	s 4.20	725.0		**SILTCOOS** E. 2.3 — W. 2.1	43.9	s 8.55	10.05
(Spur 11)	12.10PM	s 4.30	727.2		**ADA** E. 0.8 — W. 1.2	41.7	s 8.49	9.55
37 P	12.20	f 4.35	728.3		**BOOTH** E. 4.4 — W. 4.4	39.6	f 8.47	9.45
40 P	12.45	f 4.47	732.8		**KROLL** E. 2.6 — W. 2.4	36.1	f 8.36	9.30
13	1.00	f 4.55	735.1		**BRENHAM** E. 3.5 — W. 3.7	33.8	f 8.30	9.20
39 P	1.30	s 5.05	738.8		**GARDINER** E. 1.5 — W. 1.7	30.1	s 8.22	9.05
Yard Limits 49 BKWTP	2.30	s 5.20	740.4	TO-R	**REEDSPORT** E. 5.1 — W. 4.9	28.5	s 8.15	8.50
27	2.45	f 5.30	745.2		**THARP** E. 2.9 — W. 2.5	23.7	f 7.59	8.35
		f	748.0		**WILLARD** E. 3.0 — W. 3.0	20.9	f	
		f	751.0		**NORTH LAKE** E. 0.7 — W. 1.3	17.9	s	
52 WP	3.10	s 5.55	752.1		**LAKESIDE** E. 7.5 — W. 7.1	16.8	s 7.42	8.08
11 P	3.30	s 6.10	759.3		**HAUSER** E. 2.6 — W. 2.4	9.6	s 7.28	7.35
		f	761.8		**ROGERS** E. 0.8 — W. 1.5	7.1	f	
56	3.40	f 6.20	763.0		**COOS** E. 2.4 — W. 2.3	5.9	f 7.21	7.25
Coos Bay yard 50 P	3.55	s 6.35	765.6		**NORTH BEND** E. 3.7 — W. 3.4	3.3	s 7.12	7.15
Coos Bay yard 32 BK WOYP	4.10PM	s 7.00AM	768.9	TO-R	**COOS BAY**	0.0	7.00PM	7.00AM
	Arrive Daily Ex. Sunday	Arrive Daily			(121.6)		Leave Daily	Leave Daily Ex. Monday
	(9.40) 12.48	(6.00) 20.27			Time over District Average Speed per Hour		(5.01) 24.24	(7.45) 15.69

See pages 2 and 3 for additional schedules between Eugene and Eugene Yard.

EASTWARD / WESTWARD

Time Table No. 138

February 18, 1945

Capacity of Sidings in car lengths	Mile Post Location ↓		STATIONS	Distance from Powers
Coos Bay yard 32 BK WOYP	768.9	TO-R	**COOS BAY** E. 1.6 — W. 2.0	44.6
Coos Bay yard 59 P	770.5		**McCORMAC** E. 0.9 — W. 0.3	43.0
	771.3		**CLEO** E. 1.9 — W. 1.9	42.2
	773.1		**HAYDEN** E. 5.0 — W. 5.4	40.4
50 Yd. Lmt. P	778.5		**OVERLAND** E. 3.1 — W. 2.6	35.0
Spur 28	781.2		**CHROME** E. 3.2 — W. 3.5	32.3
Yard Limits 23 P	784.5		**CEDAR POINT** E. 0.5 — W. 1.0	29.0
	785.0		**FAIRVIEW JCT.** E. 0.0 — W. 0.0	28.5
Yard Limits 94 BKP	785.8	TO-R	**COQUILLE** E. 3.7 — W. 2.9	27.7
	788.6		**JOHNSON** E. 2.7 — W. 3.1	24.9
38 P	791.8		**NORWAY** E. 3.5 — W. 3.6	21.7
44 Yd Lmt WTP	794.7	TO	**MYRTLE POINT** E. 4.9 — W. 4.4	18.8
	799.7		**BROADBENT** E. 2.4 — W. 2.9	13.8
40 Yard Limits P	802.1		**WARNER** E. 5.3 — W. 5.3	11.4
38 Yard Limits P	807.6		**GAYLORD** E. 1.4 — W. 0.9	5.9
(Spur 16)	808.8		**BYERLE** E. 1.5 — W. 1.5	4.7
	810.3		**FENSLER** E. 2.2 — W. 2.8	3.2
Yard Limits 56 BKWTP	813.5	TO-R	**POWERS**	0.0 ↑
			(44.6)	
			Time over District Average Speed per Hour	

Water Supply MP 780.8

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
School	744.2	
Ivy	747.1	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency	Receive or Discharge	To (or beyond)	From (or beyond)
333, 334	MP 688.1, School, Ivy	Daily	Rec. or Dis.	Any station	Any station

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Time Table No. 138 February 18, 1945 Tallman Branch STATIONS	Distance from Tallman	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Albany yard 140 BKW OTYP	6.25 AM	690.9	TO-R	**ALBANY**	8.8	10.45 AM
				E. 0.0 — W. 0.0		
160 P	6.29	689.9 689.5		**PAGE**	7.8	10.40
				E. 1.9 — W. 1.9		
(Spur 7)	6.33	691.5		**FROMAN**	5.8	10.33
				E. 2.1 — W. 2.1		
(Spur 7)	6.38	693.7		**FRY**	3.6	10.26
				E. 1.8 — W. 1.8		
(Spur 10)	6.42	695.4		**GOLTRA**	1.9	10.21
				E. 1.8 — W. 1.9		
Yard Limits 9 YP	6.48 AM	697.3	R	**TALLMAN**	0.0	10.15 AM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.96			........Time over District........ ....Average Speed per Hour....		(0.30) 17.60

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Time Table No. 138 February 18, 1945 Woodburn-Springfield Branch STATIONS	Distance from Woodburn	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard Limits 96 WYP		645.0	TO-R	**SPRINGFIELD**	92.8	
				E. 4.0 — W. 4.0		
(Spur 9)		648.9		**ARMITAGE**	88.9	
				E. 3.5 — W. 3.7		
11		652.4		**COBURG**	85.4	
				E. 4.1 — W. 3.9		
(Spur 3)		656.5		**WILKINS**	81.3	
				E. 7.1 — W. 7.2		
9 P		663.6		**ROWLAND**	74.2	
				E. 8.3 — W. 8.3		
5 WP		672.0	TO	**BROWNSVILLE**	65.8	
				E. 6.3 — W. 6.4		
10		678.3		**PLAINVIEW**	59.5	
				E. 6.6 — W. 6.5		
Yard Limits 9 YP	6,50 AM	684.8	R	**TALLMAN**	53.0	10.10 AM
				E. 0.6 — W. 0.7		
8		685.5		**IRVINVILLE**	52.3	
				E. 1.9 — W. 2.5		
Yard Limits 72 KWP	7.15	688.5	TO-R	**LEBANON**	49.3	9.15
				E. 5.5 — W. 4.9		
13	7.30	692.8		**BREWSTER**	45.0	9.05
				E. 1.0 — W. 1.6		
35	7.40	694.2		**GRIGGS**	43.6	9.00
				E. 3.5 — W. 2.9		
8 P	7.50	697.4		**CRABTREE**	40.4	8.50
				E. 3.3 — W. 3.2		
		700.6		**GILKEY**	37.2	
				E. 2.0 — W. 2.3		
26 P	8.10	702.9	TO	**WEST SCIO**	34.9	8.30
				E. 2.1 — W. 1.7		
Yard Limits WYP	8.25 AM	704.7	R	**SHELBURN**	33.1	8.25 AM
				E. 2.1 — W. 2.3		
12		706.9		**NORTH SANTIAM**	30.9	
				E. 1.4 — W. 1.4		
8		708.3		**WEST STAYTON**	29.5	
				E. 3.9 — W. 3.8		
5 W		712.1		**AUMSVILLE**	25.7	
				E. 2.8 — W. 3.0		
24		715.0		**SHAW**	22.8	
				E. 2.4 — W. 2.3		
25		717.4		**MACLEAY**	20.4	
				E. 2.1 — W. 1.9		
Salem Yard 19 YP		719.4	R	**GEER**	18.4	
				E. 1.9 — W. 2.6		
61		721.3		**PRATUM**	16.5	
				E. 5.9 — W. 5.4		
Yard Limits 46 KWYP		727.3	TO-R	**SILVERTON**	10.5	
				E. 4.1 — W. 4.2		
19 P		731.5	TO	**MT. ANGEL**	6.3	
				E. 6.5 — W. 6.2		
Yard Limits 117 WYP		737.8	TO-R	**WOODBURN**	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			..............Time over District.............. ....Average Speed per Hour............		(1.45) 11.37

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 732 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Time Table No. 138 February 18, 1945 Mill City Branch STATIONS	Distance from Idanha	SECOND CLASS 731 Local Freight Arrive Daily Ex. Sunday
Yard Limits WYP	8.25 AM	705.0	R	**SHELBURN**	45.0	8.25 AM
				E. 5.9 — W. 5.9		
9 P	8.50	710.9		**KINGSTON**	39.1	8.00
				E. 8.4 — W. 8.5		
18 WP	9.20	719.3	TO	**LYONS**	30.7	7.30
				E. 0.9 — W. 0.7		
(Spur 8) P		720.2		**FAWN**	29.8	
				E. 2.3 — W. 2.4		
20	9.35	722.5		**FOX VALLEY**	27.5	7.15
				E. 4.1 — W. 4.3		
Yard Limits 20 BKWYP	9.55 AM	726.6	TO-R	**MILL CITY**	23.4	6.55 AM
				E. 2.8 — W. 2.7		
18 P		729.5		**GATES**	20.5	
				E. 6.2 — W. 6.2		
20		735.7		**LAKEWOOD**	14.3	
				E. 4.5 — W. 4.5		
5		740.1		**GRANITE MOUNTAIN**	9.9	
				E. 0.5 — W. 0.5		
7		740.8		**HALLS**	9.2	
				E. 0.6 — W. 0.7		
30		741.4		**ELK RIVER**	8.6	
				E. 4.5 — W. 4.5		
Yard Limits 24 WTP		745.9	R	**DETROIT**	4.1	
				E. 0.8 — W. 0.7		
11		746.6		**LARSON**	3.4	
				E. 1.5 — W. 1.5		
11		748.2		**GREYSTONE**	1.8	
				E. 0.8 — W. 0.6		
(Spur 4)		748.8		**BIRCHWOOD**	1.2	
				E. 1.0 — W. 1.4		
24		750.0		**IDANHA**	0.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			.........Time over District......... ...Average Speed per Hour...		(1.30) 14.40

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths		Mile Post Location		Time Table No. 138 February 18, 1945 Geer Branch STATIONS	Distance from Geer	
Salem yard BKWOYP		725.9		**SALEM**	6.5	
				E. 6.1 — W. 6.4		
Salem yard YP		719.4	R	**GEER**	0.0	
				(6.5)		
				..........Time over District.......... ....Average Speed per Hour....		

Water Supply—MP 738.9 Mill City Branch

Woodburn-Springfield Branch:

Additional Stations
Chestnut....................MP 650.5— 4 cars (spur)
Whitaker....................MP 691.6—35 cars

Mill City Branch:

Cumley....................MP 735.1—26 cars

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 706 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Time Table No. 138 February 18, 1945 Toledo Branch STATIONS	Distance from Toledo	SECOND CLASS 705 Local Freight Arrive Daily Ex. Sunday
Albany Yard 140 BKWOYTP	6.00 AM	690.9	TO-R	**ALBANY**	74.7	2.10 PM
				E. 1.2 — W. 1.2		
		692.6		**NORTH ALBANY**	73.0	
				E. 4.4 — W. 4.7		
22 P	6.23	697.1		**GRANGER**	68.5	1.45
				E. 5.2 — W. 4.9		
Corvallis yard YP	6.40	702.1	R	**CORVALLIS JCT.**	63.5	1.25
				E. 1.4 — W. 1.7		
Corvallis yard BKWOYP	7.00	703.1	TO-R	**CORVALLIS**	62.5	1.10
				E. 5.1 — W. 5.1		
16 WP	7.20	708.5		**PHILOMATH**	57.1	12.30 PM
				E. 0.9 — W. 0.7		
P		709.4		**FLYNN**	56.2	
				E. 6.4 — W. 6.5		
13 P	7.50	715.9		**WRENS**	49.7	11.55 AM
				E. 2.5 — W. 2.4		
7		718.4		**HARRIS**	47.2	
				E. 4.9 — W. 5.0		
10 P	8.30	723.2		**BLODGETT**	42.4	11.25
				E. 2.9 — W. 2.8		
7		726.0		**DEVITT**	39.6	
				E. 2.3 — W. 2.6		
30 P	**10.05**	728.5		**SUMMIT**	37.1	**10.05**
				E. 5.3 — W. 5.2		
26 TWP	10.30	733.7		**NASHVILLE**	31.9	9.40
				E. 5.3 — W. 5.0		
P	10.50	738.9		**NORTONS**	26.7	9.20
				E. 6.0 — W. 6.4		
34 P	11.15	745.2		**EDDYVILLE**	20.4	9.00
				E. 5.7 — W. 5.4		
8 P	11.35 AM	750.6		**CHITWOOD**	15.0	8.40
				E. 5.9 — W. 5.8		
	12.05 PM	756.5		**ELK CITY**	9.1	8.15
				E. 9.0 — W. 9.2		
Yard Limits 23 BKWOTP	12.45 PM	765.6	TO-R	**TOLEDO**	0.0	7.45 AM
	Arrive Daily Ex. Sunday			(74.7)		Leave Daily Ex. Sunday
	(6.45) 11.06			..............Time over District.............. ....Average Speed per Hour		(6.25) 11.64

Water Supply—MP 722.0. Toledo Branch.
MP 750.2. " "

Additional Station: Marval....MP 727.3—3 cars

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 726 Local Freight Leave Daily Ex. Sunday	Mile Post Location		Time Table No. 138 February 18, 1945 Falls City Branch STATIONS	Distance from Black Rock	SECOND CLASS 725 Local Freight Arrive Daily Ex. Sunday
Salem yard BKWOYP	5.50 AM	718.2		**SALEM**	28.6	12.15 PM
				E. 0.8 — W. 0.8		
		719.7		(O. E. Crossing)	27.1	
				E. 0.4 — W. 0.6		
11		720.2		**PINCKNEY**	26.6	
				E. 0.2 — W. 0.2		
9 P	6.05	720.6		**WEST SALEM**	26.2	11.48 AM
				E. 2.0 — W. 2.2		
31 Yard Limits P	6.12	722.6		**WINONA**	24.2	11.40
				E. 1.4 — W. 1.2		
16 P	6.16	723.9		**EOLA**	22.9	11.36
				E. 4.6 — W. 4.8		
Yard Limits 30	6.30	728.5		**THIELSEN**	18.3	11.20
				E. 0.6 — W. 0.2		
Yard Limits YP	6.32	728.9	TO-R	**GERLINGER** (West Side Branch Crossing)	17.9	11.18
				E. 5.2 — W. 5.7		
49 Yard Limits BKWOYP	6.50 AM	733.9	TO-R	**DALLAS**	12.9	11.00 AM
				E. 4.5 — W. 4.2		
10		738.8		**GILLIAMS**	8.0	
				E. 0.6 — W. 0.4		
P		739.2		**FERNS**	7.6	
				E. 1.3 — W. 1.5		
YP		740.5		**BUMAN**	6.3	
				E. 2.4 — W. 2.4		
11 P		743.0		**FALLS CITY**	3.8	
				E. 3.8 — W. 3.8		
18 Yard Limits WYP		746.8		**BLACK ROCK**	0.0	
	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday
	(1.00) 15.70			..........Time over District ....Average Speed per Hour..........		(1.15) 12.56

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

West Side Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Hillsboro	
(Spur 11) P		662.6		CHESHIRE	102.2	
				E. 1.8 — W. 2.0		
(Spur 15) P		664.5		BEAR CREEK	100.3	
				E. 2.5 — W. 2.5		
(Spur 9) P		666.9		FERGUSON	97.9	
				E. 4.7 — W. 4.7		
15 Yard Limits P		671.7	TO-R	MONROE	93.1	
				E. 1.3 — W. 1.4		
22 Yard Limits WYP		673.0	R	ALPINE JCT.	91.8	
				E. 8.4 — W. 8.4		
27		681.3		GREENBERRY	83.5	
				E. 3.2 — W. 3.3		
27		684.6		DRY CREEK	80.2	
				E. 1.7 — W. 2.5		
Corvallis yd 52		686.9		BURGESS	77.9	
				E. 2.1 — W. 1.2		
BKWOYP		688.9	TO-R	CORVALLIS	75.9	
				E. 1.6 — W. 1.3		
YP		689.9	R	CORVALLIS JCT.	74.9	
				E. 2.6 — W. 2.6		
		692.5		LEWISBURG	72.3	
				E. 6.5 — W. 6.8		
Yard Limits 63 WYP		699.1	TO	WELLSDALE	65.8	
				E. 3.2 — W. 3.1		
18		702.0		SUVER	62.5	
				E. 2.0 — W. 2.0		
16 P		704.0		PARKER	60.5	
				E. 3.1 — W. 2.9		
		707.0		WIGRICH JCT.	57.5	
				E. 2.2 — W. 2.4		
Yard Limits 10 WP		709.3	TO	(V & S RR Crossing) INDEPENDENCE	55.2	
				E. 1.0 — W. 1.4		
46 P		710.5		V. & S. JCT.	54.0	
				E. 4.1 — W. 3.5		
Yard Limits YP		714.3	TO-R	GERLINGER (Falls City Br. Crossing)	50.2	
				E. 0.6 — W. 0.9		
15 WP		715.0		DERRY	49.5	
				E. 3.6 — W. 3.3		
(Spur 5)		718.4		CROWLEY	46.1	
				E. 4.2 — W. 4.4		
17 P		722.8		McCOY	41.7	
				E. 5.3 — W. 5.4		
22 P		728.1		AMITY	36.4	
				E. 2.5 — W. 2.4		
33 Yard Limits YP		730.7	R	WHITESON	33.8	
				E. 4.5 — W. 4.6		
Yard Limits 25 KWOP		734.9	TO-R	McMINNVILLE	29.6	
				E. 3.0 — W. 2.9		
15 Yard Limits YP		738.0	R	ST. JOSEPH	26.5	
				E. 4.1 — W. 4.8		
80 Yard Limits P		742.2	TO	CARLTON	22.3	
				E. 3.3 — W. 2.7		
13 P		745.6		YAMHILL	18.9	
				E. 5.2 — W. 5.0		
9		750.7		WAPATO	13.8	
				E. 1.6 — W. 1.8		
9		752.3		DELLWOOD	12.2	
				E. 0.8 — W. 0.7		
10 WP		753.1		GASTON	11.4	
				E. 0.6 — W. 0.7		
28		753.8		PATTON	10.7	
				E. 1.4 — W. 1.1		
Yd Lmt (Spur 5) P		754.9		SEGHERS	9.6	
				E. 1.8 — W. 2.0		
16		756.9		DILLEY	7.6	
				E. 1.0 — W. 0.8		
Yard Limits P		757.8		DETOUR	6.7	
				E. 0.6 — W. 0.9		
20 P		758.5 759.2		CARNATION	6.0	
				E. 2.3 — W. 2.3		
21 P		761.7		CORNELIUS	3.5	
				E. 1.2 — W. 0.9		
		762.7		KILLGORE	2.5	
				E. 1.7 — W. 2.2		
Yard Limits 48 P		764.7		RANGE	0.5	
				E. 0.5 — W. 0.3		
15 BK WOYP		765.2	TO-R	HILLSBORO	0.0	
				(102.2)		
				Time over District		
				Average Speed per Hour		

See page 6 for additional schedules between Corvallis and Corvallis Jct.

Additional Stations — West Side Branch:

- Stimson Mill on Spur 2.41 miles from Seghers....13 cars
- Wigrich on Spur 2.53 miles from Wigrich Jct.
- Forest Grove on Spur 1.2 miles from Detour..... 7 cars

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Newberg Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Cook	
15 Yard Limits YP		738.0	R	ST. JOSEPH	25.7	
				E. 1.4 — W. 1.4		
(Spur 16) P		739.5		LAFAYETTE	24.2	
				E. 2.7 — W. 2.7		
(Spur 13) P		742.1		DAYTON	21.6	
				E. 3.8 — W. 4.1		
23 P		746.1		DUNDEE	17.6	
				E. 2.9 — W. 2.9		
23 Yard Limits P		748.5 748.8	TO	NEWBERG	15.2	
				E. 1.6 — W. 1.5		
17 WP		750.8		SPRINGBROOK	13.2	
				E. 2.3 — W. 2.3		
17 P		753.0		REX	11.0	
				E. 1.5 — W. 1.3		
P		754.3		CHEHALEM	9.7	
				E. 3.1 — W. 3.4		
29 P		757.6		SHERWOOD	6.4	
				E. 2.1 — W. 1.9		
7		759.5		CIPOLE	4.5	
				E. 2.1 — W. 2.0		
(Spur 17) P		762.0		TUALATIN	2.0	
				E. 2.3 — W. 2.3		
Yard Limits 33 WYP		764.0	R	COOK	0.0	
				(25.7)		
				Time over District		
				Average Speed per Hour		

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Bellfountain Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Dawson	
Yard Limits		675.0	R	BAILEY JCT.	4.9	
				E. 2.0 — W. 2.0		
(Spur 5)		677.0		BELLFOUNTAIN	2.9	
				E. 2.8 — W. 2.8		
Yard Limits		679.9	R	DAWSON	0.0	
				(4.9)		
				Time over District		
				Average Speed per Hour		

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Alpine Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Glenbrook	
Yard Limits 22 YWP		673.0	R	ALPINE JCT.	5.8	
				E. 2.1 — W. 2.1		
		675.0	R	BAILEY JCT.	3.8	
				E. 1.1 — W. 1.3		
Yard Limits 9		676.2		ALPINE	2.6	
				E. 2.4 — W. 2.6		
29		678.8		GLENBROOK	0.0	
				(5.8)		
				Time over District		
				Average Speed per Hour		

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Willamina Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Willamina	
Yard Limits 33 YP		730.6	R	WHITESON	18.7	
				E. 3.7 — W. 3.7		
		734.3		BRIEDWELL	15.0	
				E. 0.7 — W. 0.7		
		735.1		HARRISON	14.2	
				E. 2.2 — W. 2.2		
(Spur 6)		737.2		WINCH	12.1	
				E. 0.5 — W. 0.5		
Yard Limits		737.7		BROADMEAD	11.6	
				E. 1.2 — W. 1.2		
(Spur 7)		738.9		TUCKER	10.4	
				E. 1.4 — W. 1.7		
12		740.5		BALLSTON	8.8	
				E. 4.3 — W. 4.2		
14		744.7	TO	SHERIDAN	4.6	
				E. 1.6 — W. 1.4		
		746.3		SHIPLEY	3.0	
				E. 2.4 — W. 2.9		
Yard Limits 9 BKWT		749.3	TO-R	WILLAMINA	0.0	
				(18.7)		
				Time over District		
				Average Speed per Hour		

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Perrydale Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Perrydale	
Yard Limits		737.7		BROADMEAD	2.2	
				E. 2.1 — W. 2.2		
8		739.9		PERRYDALE	0.0	
				(2.2)		
				Time over District		
				Average Speed per Hour		

EASTWARD WESTWARD

Time Table No. 138

February 18, 1945

Molalla Branch

Capacity of Sidings in Car Lengths		Mile Post Location		STATIONS	Distance from Molalla	
118 Yd Lmt WYP		747.4	TO	CANBY	10.2	
				E. 7.1 — W. 7.1 (E. & W. Lbr. Co. Crossing)		
(Spur 8)		754.6		LIBERAL	3.0	
				E. 2.9 — W. 3.1		
16 Yard Limits		757.6		MOLALLA	0.0	
				(10.2)		
				Time over District		
				Average Speed per Hour		

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

	SECOND CLASS					Time Table No. 138 February 18, 1945 Tillamook Branch		SECOND CLASS		
Capacity of Sidings in car lengths	686 Local Freight	688 Mixed	690 Local Freight	Mile Post Location		STATIONS	Distance from Hillsboro	685 Local Freight	687 Mixed	689 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard Limits 14 BKWOYP			12.15AM	855.8	TO-R	**TILLAMOOK** E. 9.5 — W. 9.5	114.7			1.55PM
Yard Limits 19			1.00	846.4		**MIAMI** E. 0.7 — W. 0.7	105.3			12.45
19 P			1.10	845.7		**GARIBALDI** E. 1.8 — W. 1.7	104.6			12.40PM
14				843.8		**BARVIEW** E. 6.7 — W. 6.8	102.7			
24			1.55	837.1		**JETTY** E. 3.2 — W. 3.4	96.0			11.40AM
Yd Lmts 48 BKWOP		8.15AM	2.20AM	833.6	TO-R	**WHEELER** E. 2.9 — W. 2.6	92.5		10.30AM	11.30AM
18 P		8.45		831.2		**MOHLER** E. 5.5 — W. 5.8	90.1		10.15	
55 P		**9.30**		825.1		**BATTERSON** E. 6.8 — W. 6.5	84.0		**9.30**	
15 P		10.00		818.9		**WAKEFIELD** E. 2.6 — W. 2.8	77.8		8.54	
31 Yard Limits TP		10.25		815.7		**SALMONBERRY** E. 3.1 — W. 2.9	74.6		8.25	
13				813.4		**BELFORT** E. 2.1 — W. 2.2	72.3			
32 Yd Lmt WTP		11.00		811.0	TO	**ENRIGHT** E. 4.0 — W. 3.9	69.9		8.00	
11 P		11.25		807.0		**BELDING** E. 1.9 — W. 2.2	65.9		7.40	
40 P		11.40AM		805.1		**MAYO** E. 5.0 — W. 4.9	64.0		7.30	
40 Yd Lmt WTP		12.15PM		800.0	TO	**COCHRAN** E. 3.1 — W. 3.1	58.9		7.00	
P		12.35		796.8		**WEDEBURG** E. 3.6 — W. 3.7	55.7		6.20	
Yd 54 Lmt BKWOTP	3.00PM	1.00PM		793.1	TO-R	**TIMBER** E. 4.4 — W. 4.5	52.0	5.00AM	6.00AM	
75 P	3.20			788.5		**STRASSEL** E. 7.6 — W. 7.3	47.4	4.40		
20 Yard Limits WYP	3.50			781.2		**BUXTON** E. 6.7 — W. 6.7	40.1	4.10		
31 P	4.15			774.7		**BANKS** E. 4.4 — W. 4.4	33.6	3.50		
22	4.35			770.2		**SCHEFFLIN** E. 4.0 — W. 4.2	29.1			
Yd Lmts 46 P				766.4		**MAHAN** E. 1.4 — W. 0.9	25.3	3.25		
15 BKWOYP	5.35			765.2 766.2	TO-R	(O. E. Ry. Crossing) **HILLSBORO** E. 4.8 — W. 5.9	23.9	3.15		
28 P	5.50			770.9		**REEDVILLE** E. 4.2 — W. 4.1	19.2	2.15		
36 Yard Limits P	6.10			775.4		**BEAVERTON** E. 0.8 — W. 1.5	14.7	2.01		
92				776.0	* See Note	**BEBURG** E. 1.9 — W. 0.9	14.1			
				777.6		**FANNO** E. 1.5 — W. 1.5	12.5	1.45		
P				779.1		**GRETON** E. 3.2 — W. 3.6	11.0			
Yard Limits 33 WYP	6.45			764.0	A. B. S. R	**COOK** E. 0.0 — W. 0.5	7.3	1.25		
42	6.50			764.5		**BRYANT** E. 3.1 — W. 3.3	6.8	1.20		
Yard Limits 62				767.4		**LADD** E. 0.7 — W. 0.3	3.9			
23 WP	7.04			767.8	TO	**OSWEGO** E. 0.3 — W. 0.0	3.5	1.10		
P	7.05			768.1		**WILSONIA** E. 0.7 — W. 1.1	3.2	12.54		
30 P	7.09			769.0		**MENEFEE** E. 1.3 — W. 1.0	2.3	12.48		
14	7.13			770.1		**MILWAUKIE** E. 1.2 — W. 1.1	1.2	12.45		
Yard Limits P	7.18PM			771.3		**WILLSBURG JCT.**	0.0	12.41AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(114.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(4.18) 12.09	(4.45) 8.53	(2.05) 11.45			Time over District Average Speed per Hour		(4.19) 12.04	(4.30) 9.00	(2.25) 9.18

Water supply—MP 818.5.

*Absolute-Permissive Block System between Beburg and Greton.

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths				Mile Post Location	Time Table No. 138 February 18, 1945 Jefferson St. Branch STATIONS	Distance from Jefferson St.			
Yard Limits P				768.1	**WILSONIA** E. 1.5 — W. 1.5	6.5			
				769.6	**RIVERWOOD** E. 1.8 — W. 2.0	5.0			
13				771.3	**CEMETERY** E. 1.2 — W. 1.0	3.3			
				772.6	**JONES** E. 0.5 — W. 0.5	2.0			
(Spur 12)				773.1	**ZIMMERMAN** E. 0.2 — W. 0.2	1.5			
				773.3	**MULBOX** E. 0.1 — W. 0.1	1.3			
(Spur 18)				773.4	**THORSEN** E. 1.2 — W. 1.2	1.2			
(Spur 11) W				774.6	**JEFFERSON ST.**	0.0			
					(6.5)				
					Time over District Average Speed per Hour				

ADDITIONAL STATIONS (Tillamook Branch)

NAME	Mile Post	Capacity
Milwaukie Interchange	769.6	32
Tigard (Spur)	779.9	6
Newton	767.8	
Main Street	765.5	
Roy (Spur)	772.5	8
Scofield "	784.9	7
Hulbert "	792.5	13
Westimber "	794.3	9
Badger	823.7	
Hall Street	833.1	
Brighton	836.5	
Rockaway	840.7	
Saltair	841.2	
Bay City	849.9	
Idaville (Spur)	851.6	11

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Springfield	E. G. Privat	Silverton	Geo. W. Cain
Eugene	J. A. Hoffman	Reedsport	Sol Davidson
Eugene	Seth Laraway	Coos Bay	J. H. Mills
Albany	F. M. French & Son	Coquille	V. R. Wilson
Salem	Pomeroy & Keene	Hillsboro	F. Abendroth
Woodburn	E. E. Piper	McMinnville	Dielschneider Bros.
Ashland	C. R. Ramsey	Toledo	C. W. Miller
Medford	Larry Schade	Corvallis	Wm. Konick
Grants Pass	Bert Barnes	Dallas	W. C. Retzer
Roseburg	Alvin M. Knudtson	Tillamook	M. J. McInerney
Portland, 316 S. W. Alder St.			Roy & Molin
E. Portland, Weatherly Bldg.			H. E. Anderson
E. Portland, 734 N. Killingsworth St.			Dillen Rogers
E. Portland, 7021 S. E. Milwaukie St.			Otto R. Sabro

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward			Westward
		CRESCENT LAKE-EUGENE YARD	
			530.4
		ASHLAND-SPRINGFIELD JCT.	
432.2	575.9		483.9
444.0	607.2		613.6
448.9	610.4		619.2
472.0	611.1		623.7
506.0			

RULE 14 (b). Salem: After stopping at railroad crossings, sound signal 14 (b) only when visibility is obscured.

RULE 14 (d). Springfield Jct.: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings sound signal 14 (m) only when visibility is obscured.

Brooklyn: Eastward freight trains will not sound signal 14 (m).

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 21. Oakridge: Light has been placed on pole located on left hand side (going east) west pocket track opposite west main line crossover switch.

When this light is burning, it will indicate that westward freight train being restricted for eastward light engines arriving Oakridge is about ready to depart and such helper engines will remain on pocket with indicators and markers displayed until departing westward train, including helper engines, identify them.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on Page 2.

RULE 83. If a positive observation check is made between Portland and Haig, it will apply at end of double track. Trains approaching each other will reduce speed sufficiently to permit identification and will apply Rule 14(k).

When helpers are picked up, conductors will furnish helper engineers with check of train register.

RULE 83 (A). At following stations only the trains indicated will register:

Eugene—First-class trains.
Eugene Yard—Trains originating or terminating.
No. 334 will register at telephone booth near east wye switch.
Burma—First and second-class trains, and trains originating or terminating.
Springfield, Mohawk Jct.—Trains originating or terminating.
Tallman, Corvallis Jct., and Cook—Only trains instructed by train order.

Registration of first-class trains at Eugene must be telephoned to operator Eugene Yard, who must enter same on register and verify by repeating registration.

Registration of trains terminating Oakridge and Timber may be telephoned to operator who must enter same on register and verify by repeating registration.

Geer Branch and Falls City Branch trains must register, and obtain train orders and clearance at Pringle instead of Salem.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Crescent Lake	Nos. 24, 18, 23, 15 and 17.
Oakridge	First-class trains, and eastward extra trains.
Tunnel	First-class trains, and westward second-class and extra trains.
Burma	First-class trains.
Albany	All trains.
Pringle	All trains.
Brooklyn	First-class trains.
Hillsboro	Extra trains.
Corvallis	Nos. 705 and 706.

RULE 83 (C). Before using UPRR main track East Portland, yard crews must secure register check at East Portland Tower on first-class trains as prescribed by UPRR Rule S-83. Yardmen must protect against overdue first-class trains as prescribed by UPRR Rule 93.

RULE S-90. Springfield: Sign reading "Fouling point 980 feet" placed near west end house track switch indicates distance to fouling point east end of siding.

RULE 92. Will not apply to movement of trains East Portland to Portland.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
527.50	Crescent Lake	529.17
535.37	Cascade Summit	537.01
580.04	Oakridge	581.80
617.64	Springfield	620.35
	" (Woodburn-Springfield Br.)	646.04
	" (Wendling Br.)	648.01
661.56	Wendling	
645.71	Eugene	651.28
	" (Coos Bay Br.)	650.76
689.67	Albany	691.73
	" (Toledo Br.)	692.43
	" (Tallman Br.)	690.40
703.21	Marion	705.14
715.91	Salem	721.11
718.93	" (Geer Br. and Woodburn-Springfield Br.)	719.58
	" (Falls City Br.)	721.15
734.12	Woodburn	736.25
736.38	" (Woodburn-Springfield Br.)	
745.84	Canby	747.87
	" (Molalla Br.)	748.20
765.01	Brooklyn	
770.76	" (Tillamook Br.)	
427.08	Ashland	430.80
439.40	Medford	444.37
456.70	Gold Hill	458.12
472.94	Grants Pass	474.57
507.52	Glendale	508.33
571.48	Roseburg	574.56
584.98	Sutherlin	587.16
608.29	Drain	609.65
623.75	Cottage Grove	627.15
704.37	Mapleton	706.34
739.61	Reedsport	741.13
764.28	Coos Bay	771.19
777.95	Overland	778.84
784.15	Coquille	786.87
794.02	Myrtle Point	795.36
801.91	Warner	802.95
806.75	Gaylord	808.10
811.85	Powers	
684.42	Tallman (Woodburn-Springfield Br.)	685.72
696.91	" (Tallman Br.)	
687.23	Lebanon	690.17
704.52	Shelburn (Woodburn-Springfield Br.)	705.30
	" (Mill City Br.)	705.56
726.11	Silverton	728.42
725.79	Mill City	727.90
745.19	Detroit	747.20
685.87	Corvallis (West Side Br.)	690.96
701.02	" (Toledo Br.)	703.88
765.12	Toledo	766.75
671.41	Monroe	672.11
673.00	Alpine Jct. (West Side Br.)	673.49
	" (Alpine Br.)	675.24
	" (Bellfountain Br.)	675.41
696.01	Wellsdale	701.07
708.70	Independence	711.17
713.95	Gerlinger (West Side Br.)	715.64
728.17	" (Falls City Br.)	729.68
730.23	Whiteson (West Side Br.)	731.24
	" (Willamina Br.)	730.93
734.04	McMinnville	736.30
737.52	St. Joseph	738.46
	" (Newberg Br.)	738.40
741.90	Carlton	743.27
754.15	Seghers	755.64
757.62	Carnation (inc. spur from Detour to Forest Grove city station)	758.91
764.30	Hillsboro (West Side Br.)	
766.69	" (Tillamook Br.)	766.94
774.66	Beaverton	776.03
763.34	Cook (Newberg Br.)	
782.05	" (Tillamook Br.)	764.72
679.41	Dawson	
678.31	Glenbrook	
	Tillamook	855.57
846.70	Garibaldi	845.33
834.45	Wheeler	832.97
816.55	Salmonberry	815.68
811.41	Enright	810.72
800.47	Cochran	799.65
793.91	Timber	791.77
781.56	Buxton	780.68
748.07	Newberg	749.52
766.58	Oswego (Tillamook Br.)	768.70
	" (Jefferson St. Br.)	768.80
721.85	Winona	723.14
733.31	Dallas	734.88
745.97	Black Rock	
757.32	Molalla	
737.49	Broadmead (Willamina Br.)	738.08
	" (Perrydale Br.)	737.97
748.42	Willamina	

Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving yard tracks at Brooklyn, Salem, Albany and Eugene Yard.

When cars are moved in either direction between Brooklyn, East Portland, Portland, Albina, on main track by night, a red light must be displayed on rear of rear car.

Cars may be stored on east leg of wye Alpine Jct.; on main track Bailey Jct.; on main track east of Alpine; on Geer Branch main track Salem and west of water tank on West Side Branch Corvallis.

Eugene: Westward first-class trains approach Signal 6477 and Eastward first-class trains approach Signal 6470 prepared to head in if signal received from yardman.

Burma: Yardmen must not line east switch for westward trains to enter Eugene yard until after train has been identified.

Albany: OERy trains between Albany and Lebanon will cross SP main track through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on OERy track; and will use Albany and Page sidings between Albany and Tallman branch junction switch at Page; but must comply with Rules 93 and 842. When no yardmaster or representative present must comply with Rules 83 and 83 (C), eastward OERy trains obtaining check of register at Albany station, and westward OERy trains obtaining check of register by telephone from SPCo operator at Albany, before fouling SPCo main track. Check of register received by telephone must be repeated for verification.

Salem: Westward interlocking signal governing movement over drawbridge on Falls City Branch will not be cleared for trains until bridgetender receives permission from operator at Pringle or yardman, and when cleared will be authority to proceed to Salem. This will not apply to yard engine movements for which interlocking signal may be cleared at any time. Signal 14 (j) may be used by yard engines for identification.

Toledo: C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg: Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

RULE 98. RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED:

Albany	OERy crossings over yard tracks
Salem	OERy crossings over yard tracks
Between Eugene Yard and Danebo	OERy crossing
Between Salem and Pinckney	OERy crossing
Liberal	E & W Lbr. Co. crossing
Between Independence and Wigrich Jct.	V&SRR crossing
Gerlinger	West Side Br. and Falls City Br. crossing
Hillsboro	OERy crossing at Range St.

When trains stop on crossings not protected by interlocking signals the intersecting line must be protected as prescribed by Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

RULE 99 (C). Will apply as follows:

Toledo Branch between Corvallis and Toledo;
Coos Bay Subdivision;
Woodburn-Springfield Branch between Springfield and Tallman;
West Side Branch between Corvallis and Cheshire;
Alpine Branch;
Bellfountain Branch;
Mill City Branch between Mill City and Idanha;
Tillamook Branch between Wheeler and Tillamook.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing following highways:

Seghers: Within 50 feet of Westside Highway Stimson mill spur.
Canby: (Molalla Branch) Pacific Highway.

RULE 104. The normal position of switches at junction points and end of double track is as follows:

Mohawk Jct.	Wendling Br., for Cascade line.
Springfield	Woodburn-Springfield Br., for Cascade line.
Springfield Jct.	Medford line, for Cascade line. (Spring switch.)
Eugene	Coos Bay line, for running track.
Eugene Yard	Coos Bay line, for yard track.
Page	Tallman Br., for Page siding.
Albany	OERy connection, for SP main track.
Albany	Toledo Br., for Brooklyn line.
Salem	Falls City Br., for Brooklyn line.
Salem	Geer Br., for east leg of wye.
Canby	Molalla Br., for siding.
Willsburg Jct.	Tillamook Br., for Brooklyn line.
Haig	End double track, for Eastward track.
Fairview Jct.	CBLCo connection, for SP main track.
Tallman	East wye switch, for Albany-Lebanon line.
Tallman	West wye switch, for Albany-Brownsville line.
Lebanon	OERy connection, for SP main track.
Shelburn	West wye switch, for Lebanon-Mill City line.
Shelburn	East wye switch, for Lebanon-Geer line.
Geer	East and west wye switches, for Woodburn-Springfield line.
Woodburn	Woodburn-Springfield Br., for siding.
Corvallis Jct.	West Side Br., for Toledo Br.
Corvallis Jct.	East wye switch on West Side Br., for wye.
Corvallis	West Side Br., for Toledo Br.
Toledo	C. D. Johnson Lbr. Corp. tracks, for SP main track.
Alpine Jct.	Alpine Br., for West Side Br.
V&S Jct.	V&SRR track, for SP main track.
St. Joseph	Newberg Br., for West Side Br.
Newberg	Spaulding Lbr. Co. track, for SP track.
Hillsboro	West Side Br., for Tillamook Br.
Cook	Newberg Br., for Tillamook Br.
Bailey Jct.	Alpine Br., for Bellfountain Br.
Whiteson	Willamina Br., for West Side Br.
Willamina	W&GRRy connection, for siding.
Broadmead	Perrydale Br., for Willamina Br.
Beburg	OERy connection, for SP main track (A-P.B.).
Greton	OERy connection, for SP main track (A-P.B.).
Wilsonia	Jefferson St. Br., for Tillamook Br.

Glenbrook: Normal position of switch east end of siding will be for movement to siding.

DERAILS IN MAIN TRACK

Mohawk Jct.	On Wendling Br., at clearance point, junction switch.
Salem	On Falls City Br., at clearance point, junction switch.
Canby	On Mollala Br., 100 feet east of east wye switch.
Willsburg Jct.	On Tillamook Br., at clearance point, junction switch.
Wilsonia	On Jefferson St. Br., at clearance point, junction switch.
Willamina	1550 feet east of station building.
Black Rock	100 feet west of water tank.
Glenbrook	200 feet east of east switch of siding.

RULE 105. Following tracks are designated for use as sidings:

Crescent Lake. Eastward freight trains entering yard use track No. 1; westward freight trains entering yard use track No. 2.

Cascade Summit. Track on lake side for eastward trains, track on station side for westward trains.

Oakridge. Track on station side, passenger siding for first-class trains. Tracks 1, 2, 3 and 4 will be left clear of cars for use by freight trains as instructed by dispatcher or operator at Tunnel.

Westward trains, except first-class, will enter yard at Oakridge unless otherwise instructed. Operator at Tunnel will operate switches to permit westward trains to enter yard and will line switches behind eastward and westward trains.

Eugene. Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

Junction City. No. 1 track next to main track.

Page. Siding extends from Signals 6896-6897 to 1250 feet east of overhead highway crossing.

Albany. Siding extends from Signals 6900-6901 to Signals 6915-6916.

Tallman Branch main track ends at clearance point east of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany. Tallman Branch trains must stop before entering Page siding.

Toledo Branch main track ends at switch 860 feet east of overhead highway crossing, Albany.

Geer Branch at Salem ends at signboard 10 car lengths east of east wye switch on Geer Branch and at Geer ends at first wye switch which must be left lined and locked for east leg of wye.

Canby. Molalla Branch ends at west wye switch connecting with the siding.

Ashland. Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains arriving Ashland will head in on track No. 1 and if necessary to double to other track, double over as instructed by Agent or his representative when yard engine not on duty. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford. Siding extends from Signals 4414-4415 to Signals 4420-4421.

Roseburg. Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track. Passenger siding is first track next to main track opposite station, formerly known as No. 5 track.

Reedsport. Track opposite passenger station.

Oswego. Track opposite station.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Eugene Yard is train-order office for trains originating only.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Mt. Angel
Newberg
Lyons
West Scio
Silverton
Independence
Brownsville
Cochran
Enright
Sheridan
Coquille

Trains must obtain clearance before leaving Medford, Grants Pass, Roseburg, Coos Bay, Myrtle Point, Corvallis, Dallas, Mill City, Timber, Wheeler, Oakridge and Monroe, but may leave Medford between 12:01 AM and 8:00 AM, and may leave Myrtle Point between 5:00 PM and 8:00 AM without obtaining clearance.

Oakridge. Eastward extra trains not required to obtain clearance.

Tunnel. First-class, westward second-class and extra trains not required to obtain clearance.

Eugene. Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Eugene and Eugene Yard. Trains going via Siskiyou Line at Springfield Junction must obtain two clearances, one from Cascade Line Dispatcher and one from Siskiyou Line Dispatcher.

RULE 505. AUTOMATIC BLOCK SYSTEM

Westfir. Electric lock on switch to interchange spur. Instructions for operating posted on inside of electric lock box.

Salem. Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Jct. Normal indication of home signal on Tillamook Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Tillamook Branch train is stopped by Signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Jct., it may proceed immediately with caution, not exceeding 12 MPH to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Tillamook Branch at Willsburg Jct. will stop west of Signal 7652 west of Willsburg Jct.

Ashland. Trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

Coos Bay Subdivision. Approaches to following tunnels protected by block signals:

Tunnel 13, from MP 668 to MP 671.9.
Tunnels 15 and 16 from MP 719.2 to MP 723.1.
Tunnel 19 from MP 744 to MP 748.

Coos Bay Bridge. Block signal limits are from MP 763 to MP 765.1 from middle of Coos siding to just west of west switch North Bend.

Lebanon. OERy junction switch at MP 688.9 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on SPCo track with derail on OERy track in derailing position. Normal indication of signals on SPCo track is "proceed" and signal on OERy "stop."

When switch indicator located at derail indicates block clear, derail and switch may be lined for movement to SPCo track and when so lined and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, OERy trains will obtain permission from operator before entering SPCo main track.

PUSH BUTTONS

Push buttons and lights on side of relay case at west end of sidings at Cruzatte, Lookout, Hito and Coalca. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass "Approach Circuit" sign on siding; but if necessary to do so, press button with number corresponding to number of signal on main track. At Cruzatte operate time release also.

Push buttons and time release on side of relay case on Signal 6208 at Springfield Jct. If signal governing movement desired indicates "stop", and train on other line has stopped, or switch indicator indicates block clear, operate time release and press button with number corresponding to number of signal desired. Signal should clear after four-minute interval. If signal does not clear train may proceed only after providing flag protection on other line and as prescribed by Rule 509(J).

RULE 510. The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	PROTECTION	Westward Signal
P-5274	Spring switch west end siding Crescent Lake......	
	Spring switch east end siding Crescent Lake......	P-5291
P-5356	Spring switch west end westward siding Cascade Summit..........................	
P-5454	Spring switch west end siding Cruzatte..........	P-5455 P-5457
P-5464SA P-5466SA	Fire detector on trestles between Tunnels 8 and 10, and slide detector fence east of Tunnel 6..........	P-5489
P-5504SA	Spring switch west end siding Frazier...........	P-5505SA P-5507SA
P-5528	Slide detector on cinder fill ½ mile west of Fields.	P-5541
P-5596	Spring switch west end siding Wicopee...........	
P-5620	Fire detector on Salt Creek Bridge, MP 563.2.....	P-5637
P-5646	Fire detector on Eagle Creek Bridge, MP 565.5...	P-5665
P-5714	Slide detector fence, MP 572....................	P-5721 P-5735
P-5784	Fire detector on Salmon Creek Bridge, MP 578.7..	P-5791
P-5824	Slide detector fence, MP 583....................	P-5831
P-5852	Spring switch west end siding Lookout...........	P-5853 P-5855
P-6098	Slide detector fence, MP 610.8..................	P-6109
P-6108	Slide detector fence, MP 611 to MP 611.6.........	P-6125
P-6118	Slide detector fence, MP 613....................	P-6137
P-6208 P-6446	Spring switch junction switch Springfield Jct......	P-6447
P-7500	Spring switch west end siding Coalca............	P-7501 P-7503

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

RULE 516. Overlap posts:
Eastward trains:
Hemlock, 1650 feet east of west switch;
Swain, 1900 feet east of Signal 6594, opposite clearance point of storage track;
Fair Grounds, 300 feet east of west switch;
East Milwaukie, 2000 feet west of east switch;
Medford, 500 feet west of Signal 4410;
Latham, 1700 feet west of Signal 6252;
Coos, 1616 feet west of east switch.
Westward trains:
Hemlock, 2025 feet west of east switch;
Irving, 2500 feet east of west switch;
Willsburg Jct., 4400 feet east of junction switch;
Medford, 1434 feet east of Signal 4413.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Maximum Speed	
			Psgr.	Frt.
Crescent Lake.....	West switch No. 1 track........	Main track.....	15	15
Crescent Lake.....	East switch No. 1 track........	Main track.....	15	15
Cascade Summit...	West end westward siding......	Main track.....	15	15
Cruzatte..........	West switch siding.............	Main track.....	25	25
Frazier...........	West switch siding.............	Main track.....	25	25
Wicopee..........	West switch siding.............	Main track.....	15	15
Lookout..........	West switch siding.............	Main track.....	25	25
Coalca...........	West switch siding.............	Main track.....	25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when trailing through them, and speed of 25 MPH must not be exceeded passing over switch in facing movement:

Location		Normal Position	Maximum Speed	
			Psgr.	Frt.
Springfield Jct.....	Junction switch................	Cascade line....	25	20
Springfield Jct.....	Westward trains to Siskiyou line	....	25	20
Eugene Yard......	Switch to roundhouse lead......	Switching lead..	..	15
Eugene Yard......	East switch No. 101 track......	Switching lead..	..	15
Eugene Yard......	East switch No. 102 track......	Switching lead..	..	15

If Signal 7503 west end siding Coalca does not indicate "proceed", switch must be hand thrown for movement from siding.

When a spring switch is hand-thrown, the employe so setting it must again set it for normal position after movement has been completed, unless another trainman of his train has been notified to do so.

RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Cruzatte. Remote control switch, east end of siding. Interlocking limits extend from Signal 5465SA to Signals 5464SA on main track and 5466SA on siding.

Interlocking signals and power operated switch controlled by operator Cruzatte. Trains stopped by these signals will communicate with operator by telephone at switch and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return it to normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward train holds main track at Cruzatte and is to be passed by a following train, operator must be notified so proper line-up may be made.

Eastward trains taking siding at Cruzatte must throw siding switch before engine passes Signal P-5454.

Frazier. Remote control switch, east end of siding. Interlocking limits extend from Signal 5517SA to Signals 5516SA on main track and 5518SA on siding.

Distant Signal 5523 just east of Tunnel 14 is equipped to display indications as per Rule 281C, but this does not supersede caution indication of the distant signal.

Interlocking signals and power operated switch controlled by operator at Wicopee. Trains stopped by these signals will communicate with operator Wicopee by telephone at switch, and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return it to normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward or westward train holds main track at Frazier and is to be passed by another train, operator at Wicopee must be notified so proper line-up may be made.

Spring switch at west end of siding at Frazier, and interlocking limits extend from Signal P-5504SA to Signals P-5505SA on main track and P-5507SA on siding.

Interlocking signals controlled by operator at Wicopee.

Signal P-5504SA is equipped with indicator. If indicator displays letter "S", and train is required by train order or time-table to take siding, train must stop before passing Signal P-5504SA and line switch, and may then proceed through interlocking limits to siding, without operator's permission. If train is not required by train order or time-table to take siding, and signal indicates "stop" or indicator displays letter "S", member of crew must call operator Wicopee on telephone for instructions. If signal indicates "proceed" and train wishes to enter siding, operator's permission must be obtained before throwing switch.

SP&SRy Crossing—Madison St., Portland

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed, be governed by Rule 663.

East Portland Tower—Governs movement over Willamette River Bridge.

Limits extend from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by UPRR rules, the requirements of which are similar to SPCo interlocking rules except UPRR Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:
To Portland, ———.
To Albina, ——— o.
To SP main track, o ———.
To Transfer track, ——— o ———.
To Graham (Sullivan Gulch line), ——— ———.
To East Second Street, o o ———.
To SP yard, o ——— o.

Northern Pacific Terminal Tower—Limits extend from east end of Willamette River Bridge to Terminal tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of Northern Pacific Terminal Company.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving Terminal Company yards.

When the home signal indicates "stop" the following whistle signals will be used:
To Albina, ——— o.
To Troutdale, ——— ———.
To SP Main track, o ———.
To SP yard, o ———o.
To East Second Street, o o ———.
To SP&S to East Side, o o ———.
To Track 10, ——— ——— o.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks 1 to 10 inclusive, must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving a proceed signal from the stationmaster or his assistant.

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading footboard of the engine, and when cars are being pushed must ride on front of leading car in direction engine is moving.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and Front Ave.

Cushman Drawbridge Tower—Governs movement over Siuslaw River Bridge just east of Cushman.

Reedsport Drawbridge Tower—Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport.

North Bend Drawbridge Tower—Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

Albany Drawbridge Tower—Governs movement over Willamette River drawbridge 0.8 mile east of Albany on Toledo Branch.

Salem Drawbridge Tower—Governs movement over Willamette River drawbridge one mile east of Salem on Falls City Branch.

RULE 705. Wicopee. Trains entering siding or continuing on main track on "M" or "S" indication will not pass leaving home signal at opposite end of siding to take water or in switching moves until opposing train has been met.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

Absolute-Permissive Block System between Greton and Beburg.

Eastward SP trains will, when meets are made at Beburg, move through siding unless otherwise provided by train order. Eastward trains entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

GENERAL REGULATIONS

RULE 825. When cars are set out or left on grade not protected by derail, they must also be chained to rail, or chain placed ahead of lead wheels on down-grade end. When bad order car is set out another car with brake securely set must be placed below and against the bad order car.

Fifth paragraph applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 869. Rear brakemen on freight trains between Crescent Lake and Eugene will observe track from rear of caboose so train may be stopped in case of derailment. Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

SPECIAL INSTRUCTIONS

RULE 827. TRAIN INSPECTION

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte
Fields or Wicopee
McCredie Springs
Mayo or Belding
Merlin (Eastward)
Pollard (Westward)

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles, except that westward freight trains may run Oakridge to Crescent Lake, and that trains in either direction between Eugene Yard and Brooklyn may run not to exceed 70 miles when in the judgment of conductor and engineer it is safe to do so.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Trains on Coos Bay Subdivision handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 21 westward and 13 and 18 eastward and at Coos to inspect condition of loads.

When train handling logs (except in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train has passed.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains on descending grades as follows:

Cascade Summit-Oakridge. Retainers will be used on all passenger carrying equipment and on head end equipment in excess of three. Stop must be made at Cascade Summit, if necessary, to turn up retainers.

Glendale-Grants Pass. In both directions—accessible.

Retainers will be used on freight and mixed trains on descending grades as follows:

Cascade Summit-Oakridge	1 valve for every 140 Ms in train.
Glendale-Grants Pass both directions	
Divide-Comstock	1 valve for every 150 Ms in train.
Rice Hill-MP 594	
Rice Hill-MP 602	
Macleay-Geer	1 valve for every 120 Ms in train.
Timber-Enright both directions	1 valve for every 100 Ms in train.
Black Rock-Falls City	
Tunnel 25-Buxton	1 valve for every 120 Ms in train.
Summit-Nashville	

For operating convenience retainers may be turned up at Crescent Lake and turned down at Lookout.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

FREIGHT TRAINS

RULE 24. Compliance with this rule is required at turn-around points where no change is made in engine, engine crew or train crew.

RULE 25. Rear end air test must be made on all trains immediately before leaving Cochran.

When helper engine is in train, after rear end test has been made, the leading engineer must not attempt to start until the helper engineer has sounded signal 14 (b). The helper engineer must not sound whistle until signal is received from rear.

In making rear end test between Crescent Lake and Eugene, between Buxton and Salmonberry, between Black Rock and Falls City, and between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 25 (b).

RULE 32. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out.

On westward freight trains between Oakridge and Cascade Summit, before helper engines are detached to take water, engineer on road engine will make a 15-lb. brake pipe reduction. When such reduction is noted by lead helper engineer in rear of train he will so indicate to brakeman that helper engines may be cut off. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helper engines are recoupled to train.

RULE 33. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

	Freight
Grants Pass and Glendale	140 Ms
Summit and Nashville	120 Ms
Black Rock and Falls City	100 Ms
Timber and Belding	100 Ms
Buxton and Strassel	120 Ms

PASSENGER TRAINS

RULES 36 AND 39. Rear end air brake test will be made before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Engineman will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, as prescribed by Rule 39, must signal engineman by use of communicating signal.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

RULE 39. Running test must be made by passenger trains as follows:
Eastward trains just west of station Cascade Summit.
Willamette River Bridge—Passing Haig.
Eastward trains leaving Grants Pass.
Westward trains leaving Glendale.
Coos Bay Subdivision—One mile east and west of Siuslaw River Bridge Cushman; Umpqua River Bridge Reedsport; Coos Bay Bridge between Coos and North Bend; Coalbank Slough Coos Bay.
Newberg Branch—East and west of Rex.
Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

4. In helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper engines must not be cut off from train at the same time.

Oakridge. Trains of 95 cars or less, helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Helper engines will be lined up at roundhouse in reverse order and move to east end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a GS engine will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Cascade Summit. Train should be stopped west of crossover, and helper engine should be used to shove rear portion of train to a coupling.

Westward trains holding main track and changing engines at Cascade Summit, make change at west leg of wye unless otherwise instructed by conductor.

Tillamook Branch. Helper engines must be detached from train on descending grade between Cochran and Enright.

Car limit descending grades is 71 cars, except between Cochran and Westimber is 60 cars.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

4(a). For the purpose of pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. In order to more definitely indicate tracks normally used by SPCo crews in Albina Yard for purpose of interchange as between UPRR and SPCo, the following Albina tracks are designated for receipt and delivery of transfers:

Old Main Line
Coach Tracks 2, 3, 5 and 6
Tracks 1 to 12, inclusive
Tracks 23 to 26, inclusive.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10.

PAGE	Class of Engine	RESTRICTED TRACKS
2	F, AC-4 to 12, Mt, GS, AM	Jasper........Spur.
2	F, AC-4 to 12, Mt, GS, AM	Pengra........House track.
2	F, AC-4 to 12, Mt, GS, AM	Armet........Spur.
2	All engines............	Westfir........Must not go beyond 100 ft. from switch on Interchange spur.
2	F, AC-4 to 12, Mt, GS....	Hemlock...... Western Lbr. Co. tracks.
2	Engines over 200,000 lbs. on drivers...........	Springfield..... Booth-Kelly tracks; High-line log spur; Flour mill spur; storage track.
2	Engines over 200,000 lbs. on drivers...........	Springfield Jct. Wye track between Cascade and Siskiyou lines.
2, 3, 5	Engines over 200,000 lbs. on drivers...........	Eugene........Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
2, 3, 5	Engines over 200,000 lbs. on drivers...........	Eugene Yard..Spur at MP 649.8 Coos Bay line.
3	F, AC-4 to 12, Mt, GS, AM	Junction City..All inside tracks except siding, (F class may use back track from east end to stock corral).
3	F, AC-4 to 12, Mt, GS, AM	Harrisburg....Standard Oil spur.
3	F, AC-4 to 12, Mt, GS, AM	Tangent.......Mill track; house track.
3	Engines over 200,000 lbs. on drivers...........	Albany........Water street track.
3	P-10-14, Mt, GS.......	Albany........Old C&E main track from rip track to roundhouse.
3	F, AC-4 to 12, Mt, GS, AM	Albany........House track; All tracks in old C&E yard.
3	F, AC-4 to 12, Mt, GS, AM	Millersburg....House track.
3	F, AC-4 to 12, Mt, GS, AM	Jefferson......House track; back tracks.
3	F, AC-4 to 12, Mt, GS, AM	Marion........House track.
3	F, AC-4 to 12, Mt, GS, AM	Turner........House track.
3	Engines over 200,000 lbs. on drivers...........	Salem.........Trade St. track.
3	Steam engines..........	Salem.........Front St. tracks.
3	F, AC-4 to 12, Mt, GS, AM	Fair Grounds..Tile spur; Wood spur; Oil spur; Valley Pkg. spur; Fair Grounds spur.
3, 6	Engines over 200,000 lbs. on drivers...........	Woodburn.....Beyond 800 feet west of switch to Terminal Ice & C. S. Co. track on Woodburn-Springfield branch.
3, 6	AC-4 to 12............	Woodburn.....On east leg of wye.
3	F, AC-4 to 12, Mt, GS, AM	Aurora........House track.
3	F, AC-4 to 12, Mt, GS, AM	Barlow........Spur.
3	F, AC-4 to 12, Mt, GS, AM	Canby........Pit track; stock track; team track.
3	F, AC-4 to 12, Mt, GS, AM	New Era......Spur.
3	F, AC-4 to 12, Mt, GS, AM	Pulp..........Log dump track.
3	Engines over 200,000 lbs. on drivers...........	Pulp..........Crown Willamette track between warehouse and river.
3	F, AC-4 to 12, Mt, GS, AM	Oregon City...House track; Paper Mill track.
3	F, AC-4 to 12, Mt, GS, AM	Clackamas....Stock track.
3	F, AC-4 to 12, Mt, GS, AM	Haskell.......Powder spur.
3	F, AC-4 to 12, Mt, GS, AM	East Portland..North leg of wye at west end Willamette River Bridge.
3	Engines over 161,000 lbs. on drivers (except Diesel Engine 1010)......	East Portland..SP Open Dock tracks.
4	Engines over 200,000 lbs. on drivers...........	Medford......Big Pine spur; Clark Henry spur; old Jacksonville Ry. track.
4	F, AC-4 to 12, Mt, GS, AM	Medford......Medford Timber Prod. Corp. spur; west lead to Medford Corp. beyond 200 feet beyond derail; through crossover from track 4 to track 3 Army Cantonment.
4	Engines over 200,000 lbs. on drivers...........	Gold Hill......Oil spur.
4	F, AC-4 to 12, Mt, GS, AM	Myrtle Creek..Standard Oil spur; Shell Oil spur; House track.
4	F, AC, Mt and GS, AM.	Myrtle Creek..Packing Plant track.
4	Engines over 200,000 lbs. on drivers...........	Roseburg......Kenny spur.
4	Engines over 200,000 lbs. on drivers...........	Deady........Spur.
4	F, AC-4 to 12, Mt, GS, AM	Sutherlin......Stock Yard track.
4	F, AC-4 to 12, Mt, GS, AM	Oakland.......House track between east switch and station.
4	F, AC-4 to 12, Mt, GS, AM	Divide........Wye.
4	F, AC-4 to 12, Mt, GS, AM	Latham.......All yard tracks.
5	Engines over 122,000 lbs. on drivers...........	Coos Bay......Over connection between high line and No. 4 track.
5	Engines over 122,000 lbs. on drivers...........	Cedar Point...On siding.
6, 7	Engines over 180,000 lbs. on drivers...........	Corvallis......Fisher's spur.

SPCo employes must not handle engines or cars on J. H. Baxter and Co. locomotive crane track at Clackamas.

16. Three wire line between Coos Bay and Coquille, two wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18. When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

20. In making up trains at terminals for main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood underframe cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

Baggage, express, mail, refrigerator or other head end cars will not be handled on rear of passenger trains unless trainmen can pass through them.

22. SPCo trains will stop before passing under SP&SRy track while log trains are passing on overhead crossing in either direction, MP 773.5 between Banks and Roy.

25. Electric lamps may be used for displaying white light only, except herders must use green globe in lamp to signal trains to enter or leave yards.

26. Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPECIAL INSTRUCTIONS

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

	MPH
Eugene	15
Junction City	45
Halsey	45
Albany	30
Turner	45
Salem, except	35
Between MP 717.95 west line of Mission St. and MP 718.85 east end of paving on 12th St.	20
Gervais	45
Woodburn	45
Hubbard	45
Aurora (from 5:00 AM to 10:00 PM)	35
Milwaukie	12
Central Point (from 5:00 AM to 10:00 PM)	35
Roseburg	15
Yoncalla	25
Cottage Grove	25
Corvallis	20
McMinnville	12
Gaston	15
Forest Grove	15
Cornelius	12
Newberg	15
Oswego	10

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4	On tangent main tracks except	35
	SPMW 4044	25
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4	On tangent main tracks	35
All	On tangent branch tracks	25
All	On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	With a light car each side, limit speed over Phoenix column spans on Wendling, Woodburn-Springfield and Toledo Branches to 10 MPH. No restrictions on other bridges.	

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Trains consisting of engine and caboose only are considered freight trains and speed restricted accordingly.

CBL saddle back engines 9 and 10 reduce to 15 MPH over all bridges and trestles between Myrtle Point and Coos Bay.

Loaded 16-foot hog fuel cars prohibited from movement on main tracks except between Eugene and Mohawk Jct.; Black Rock and Salem; Eugene and Albany.

Maximum speed for trains handling logs loaded on flat or logging cars is 25 MPH, and must not exceed 15 MPH over truss bridges, through tunnels and passing stations.

Maximum speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 MPH and between Heather and Oakridge 30 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution, Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except	15
On branch lines	12
Cascade Summit, AC-4 to 12 class engines on either leg of wye	6
Frazier, through turnout, east switch	20
Brooklyn, through slip-switches	10
Green, AC class engines on house track	6
Glendale, AC class engines on track No. 4	6
On spur between Wigrich Jct., and Wigrich	8
Through any siding, crossover, turnout, or slip-switch, with engine backing, except	10
F-4-5 class engines backing through any switch	6

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES

All P-8 class, except Eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3692, 3696, 3697, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;

SP-1 class: 5001, 5002, 5003, 5006, 5009, 5011, 5012, 5013, 5014, 5015;

SP-2 class: 5017, 5018, 5019, 5020, 5021, 5022, 5024, 5025, 5026, 5027, 5028, 5029, 5031, 5032, 5033, 5034, 5035;

SP-3 class: 5039, 5040, 5041, 5042, 5044, 5045, 5047.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11, MM-3 and AC class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed of AC-1-2-3 class engines between Ashland and Springfield Jct., 30 MPH.

Mk (except Engines 3297 and 3298), AM, F, SP, P-12, and AC class engines must not operate over Willamette River Bridge Portland.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

CBL saddle back engines 11 and 12 must not operate between Myrtle Point and Coos Bay.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Southern Pacific tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward		Running Backward
	With Train	Light	With Train or Light
DES-200	30	30	30
DES-1 to 7 inc.	40	35	35
DES-100 to 107 inc.	40	35	35

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."
Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28 31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9-F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Between Crescent Lake and Eugene, except	60	60	60	55	50	45	40	35	35	45	40	35	30	20	20
	Between MP 527 and MP 529.25	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
	On curves between MP 529.25 and MP 532.50	55	55	55	55	50	45	40	35	35	45	40	35	30	20	20
	On curves between MP 533.16 and MP 536.49	50	50	50	50	50	45	40	35	35	45	40	35	30	20	20
	Cascade Summit to Heather, Eastward	30	30	30	30	30	28	28	28	20	30	30	28	28	15	15
	Heather to Cascade Summit, Westward	30	30	30	30	30	28	28	28	25	30	30	28	28	15	15
	Heather and Oakridge	30	30	30	30	30	30	30	30	25	30	30	30	30	15	15
	Oakridge and Springfield	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Springfield and Eugene	35	35	35	35	35	35	35	35	30	35	35	35	30	15	15
2	Between Mohawk Jct. and Wendling	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	18	18	15	15
2, 3	Between Eugene and Portland, except	65	65	60	55	50	45	40	35	40	45	40	35	30	20	20
	Between Eugene and MP 651	60	60	60	55	50	45	40	35	40	45	40	35	30	20	20
	Between MP 716 and MP 720.3	60	60	60	55	50	45	40	35	40	45	40	35	30	20	20
	Between MP 742 and MP 744.35	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Between MP 744.35 and MP 748.90	60	60	60	50	50	45	40	35	35	45	40	35	30	15	15
	Between MP 748.90 and MP 761.25	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Between MP 761.25 and MP 765.55	60	60	60	50	50	45	40	35	35	45	40	35	30	15	15
	Between MP 765.55 and Portland, except	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Over street crossings and along East First St., between Haig and SE Oak St.	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Between SE Oak St. and East Portland	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Between East Portland and Union Station, Portland	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
4	Between Ashland and Medford	45	45	45	45	45	45	40	35	30	45	40	35	30	20	20
	Over Main St. crossing Medford	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
4	Between Medford and Roseburg, except	50	50	50	50	50	45	40	35	35	45	40	35	30	15	15
	Between Grants Pass and MP 481.3	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	Between MP 485.3 and Glendale	35	35	35	35	35	35	35	35	20	35	35	35	30	15	15
	Between Glendale and Reuben	45	45	45	45	45	45	40	35	20	45	40	35	30	15	15
	Between Reuben and MP 539.4, except	28	28	28	28	28	28	28	28	20	28	28	28	28	15	15
	On 12° curves between MP 515 and Brandt and at MP 528	20	20	20	20	20	20	20	20	15	20	20	20	20	15	15
4	Between Roseburg and Springfield Jct., except	50	50	50	50	50	45	40	35	30	45	40	35	30	15	15
	Between MP 594 and MP 601 and between Comstock and Divide	25	25	25	25	25	25	25	25	25	25	25	25	25	15	15
5	Between Eugene and Coos Bay, except	.....	35	35	.....	35	35	35	35	25	.....	35	35	30	15	15
	Over drawbridges Siuslaw River, Umpqua River and Coos Bay, and between North Bend and Coos Bay	.....	10	10	.....	10	10	10	10	10	.....	10	10	10	10	10
	Trains handling logs on flats or logging cars between North Bend and Anderson Ave., Coos Bay	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	.....
5	Between Coos Bay and Powers, except	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	18	18	18	15	15
	Over drawbridge Coalbank slough, and bridge No. 10 Baker Creek, and Bridges 1, 2, 3, 4, 5, 7, 8, 9, 12, 13 over Coquille River, and through Tunnel No. 1	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	10	10	10	10	10
6	Between Woodburn and Springfield, except	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	25	25	25	15	15
	Through Mt. Angel and Silverton and between Tallman and Coburg	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	18	18	18	15	15
	Between Coburg and Springfield	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	20	20	20	15	15
6	Between Albany and Tallman	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	30	30	30	20	20
6	Between Salem and Geer	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	18	18	18	15	15
6	Between Shelburn and Gates	.....	.....	.....	.....	.....	.....	.....	.....	22	.....	.....	22	22	15	.....
6	Between Gates and Idanha	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	15	15	15	.....
6	Between Albany and Philomath, except	.....	25	25	.....	25	25	25	25	25	.....	25	25	25	18	18
	Over Willamette River Bridge	.....	15	15	.....	15	15	15	15	15	.....	15	15	15	15	15
6	Between Philomath and Toledo, except	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	20	20	12	.....
	Through all tunnels	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	15	15	12	.....
	With two engines coupled, over bridges 711.35 and 716.68	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	10	10	10	.....
6	Between Salem and Dallas, except	.....	25	25	.....	25	25	25	25	25	.....	25	25	25	15	15
	On 17°30′ curve between East end Union St. and Salem, and over Willamette River Bridge	.....	12	12	.....	12	12	12	12	12	.....	12	12	12	12	12
6	Between Dallas and Black Rock	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	15	15	10	.....
7	Between Cheshire and Hillsboro, except	.....	25	25	.....	25	25	25	25	25	.....	25	25	25	20	20
	Between MP 694 and MP 696, and through Independence	.....	20	20	.....	20	20	20	20	20	.....	20	20	20	20	20
7	Between Cook and St. Joseph via Newberg	.....	25	25	.....	25	25	25	25	25	.....	25	25	25	20	20
7	Between Alpine Jct. and Glenbrook, and between Bailey Jct. and Dawson	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	18	18	15	.....
7	Between Whiteson and Willamina and between Broadmead and Perrydale	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	15	15	15	15	.....
7	Between Canby and Molalla	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	15	15	15	15	.....
8	Between Willsburg Jct. and Timber, except	.....	25	25	.....	25	25	25	25	25	.....	25	25	25	20	20
	Over junction switch Cook, and between Cook and Hillsboro	.....	20	20	.....	20	20	20	20	20	.....	20	20	20	20	20
	Between Buxton and Timber	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	20	20	20	15	15
8	Between Timber and Enright, except	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	15	15	15	10	10
	Over Wolf Creek bridge, MP 803.6, Westward	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	12	12	12	10	10
	On 17°30′ curves at MP 807.5 and MP 808.2	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	10	10	10	10	10
8	Between Enright and Wheeler	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	18	18	18	15	15
8	Between Wheeler and Tillamook, except	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	15	15	15	15	15
	On curves between Wheeler and Jetty, and on curves between Garibaldi and Bay City	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....
8	Between Wilsonia and Jefferson St.	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	20	20	20	15	.....

RATING OF ENGINES—PORTLAND DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Eugene	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalca to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Ashland to Grants Pass	Grants Pass and Glendale Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Springfield Jct.	Springfield Jct. to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene and Noti Rainrock and Coos Bay	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Coos Bay to Myrtle Point	Myrtle Point to Coos Bay
E-23	1500 and 1502	2300	1650	1450	650	2450	2850	1650	2250	2200	570	1300	580	1600	1150	1250	900	....	....	....	....	....
M-4	1617 to 1713	3050	2250	2000	920	3250	3750	2200	3000	2950	820	1800	840	2150	1550	1700	1250	4000	3000	5500	830	1000
M-6, 8	1721 to 1803, 1823 to 1825	3550	2650	2350	1100	3800	4400	2600	3500	3450	970	2100	1000	2500	1850	2000	1450	....	....	....	....	....
M-9, 10, 11	1804 to 1822, 1826 to 1831 and 1836	3800	2800	2500	1200	4000	4650	2750	3700	3650	1050	2250	1050	2650	2000	2150	1550	....	....	....	....	....
M-11	1832 to 1835	3950	2900	2600	1250	4200	4850	2850	3850	3800	1100	2350	1100	2800	2050	2250	1650	....	....	....	....	....
T-1	2242 to 2271	2600	1900	1700	790	2750	3200	1850	2500	2550	700	1550	720	1850	1350	1500	1100	3100	2300	5500	720	870
T-8, 9	2161, 2174 and 2178	1850	1350	1200	540	1950	2300	1350	1800	1800	470	1100	490	1300	960	1050	780	2450	1800	5500	490	600
T-23	2301 to 2310	3750	2750	2450	1150	4000	4650	2700	3650	3650	1000	2250	1100	2650	1950	2100	1550	....	....	....	....	....
T-26	2283 to 2299	3200	2350	2050	990	3400	3950	2300	3150	3200	870	1950	900	2300	1700	1850	1450	....	....		....	....
T-28, 31	2311 to 2362	4100	3000	2700	1300	4350	5050	2950	4000	4050	1150	2550	1200	2950	2200	2350	1850	....	....	....	....	....
T-32, 40	2363 to 2384	4200	3100	2750	1300	4450	5200	3050	4150	4100	1150	2550	1200	3000	2200	2400	1850	....	....	....	....	....
T-36	2103	2800	2050	1800	870	2950	3450	2000	2750	2700	770	1650	790	1950	1450	1600	1150	3700	2750	6000	780	960
T-37	2105 and 2106	3750	2750	2450	1150	4000	4650	2700	3700	3650	1000	2250	1050	2650	1950	2150	1550	5000	3700	8000	1050	1250
T-57, 58	2385 and 2386	3400	2500	2200	1050	3600	4200	2450	3300	3300	920	2000	950	2400	1750	1950	1400	4500	3350	7400	940	1150
P-1, 3, 5	2408, 2411, 2412, 2413, 2416, 2417, 2418, 2423, 2425 to 2435 2437 to 2452, 2459 and 2460	3350	2450	2150	980	3600	4200	2400	3300	3250	860	1950	890	2350	1700	1850	1350	4500	3300	7400	....	....
P-1	2400, 2403 to 2407 and 2415	3500	2550	2250	1050	3750	4400	2550	3450	3400	900	2050	930	2450	1800	1950	1400	4700	3500	6200	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3700	2700	2400	1050	3950	4600	2650	3600	3600	940	2150	980	2600	1900	2050	1450	5000	3700	6450	....	....
P-6	2453, 2454 and 2458	4200	3050	2700	1250	4450	5200	3000	4100	4050	1200	2450	1100	2950	2150	2350	1700	....	....	....	....	....
P-7	2476 and 2477	4450	3250	2900	1350	4750	5500	3200	4350	4300	1200	2650	1200	3150	2300	2550	1850	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	4550	3350	2950	1350	4850	5650	3250	4450	4500	1150	2700	1200	3250	2400	2600	1950	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	4850	3550	3150	1450	5150	6000	3500	4750	4700	1250	2850	1300	3400	2500	2750	1950	....	....	....	....	....
P-11	3100 to 3109	3600	2650	2350	1100	3850	4500	2600	3550	3500	920	2100	950	2550	1850	2000	1420	4900	3600	6300	....	....
P-12	3120 to 3129	4850	3550	3150	1450	5150	6000	3500	4750	....	....	....	....	....	....	....	....	....	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4550	3350	3000	1400	4850	5600	3300	4450	4400	1250	2700	1300	3200	2400	2600	1900	6050	4500	8000	1300	1550
C-15, 32	2500, 2505 to 2507	2900	2150	1900	910	3100	3600	2100	2850	2850	810	1750	830	2050	1550	1650	1200	3900	2900	6000	820	1000
C-17	2510 and 2511	3600	2650	2350	1150	3800	4450	2600	3500	3500	1000	2150	1050	2550	1900	2050	1500	4800	3550	7000	1050	1250
C-18	3400 to 3409	4200	3100	2750	1350	4450	5150	3050	4100	4050	1150	2550	1200	2950	2200	2400	1750	5500	4150	8000	1200	1450
C-19	3410 to 3426	4350	3200	2850	1400	4650	5400	3150	4250	4250	1200	2600	1250	3100	2300	2500	1850	5800	4300	8000	1250	1500
TW-1	2900 to 2913	3500	2600	2300	1100	3700	4300	2550	3450	3400	970	2100	1000	2450	1850	2000	1500	4650	3450	8000	1000	1200
TW-2, 3	2932 to 2952	2800	2050	1850	860	3000	3450	2050	2750	2700	760	1650	780	1950	1450	1600	1150	3500	2650	6000	730	890
TW-4, 6	2926 to 2931 and 2957	2650	1950	1750	800	2850	3300	1900	2600	2600	710	1550	730	1850	1400	1500	1100	3500	2650	6000	730	890
TW-8	2914 to 2923	3950	2900	2600	1200	4200	4850	2850	3850	3750	1050	2300	1100	2700	2050	2200	1550	5200	3900	8000	1100	1300
A-3	3029	2650	1900	1700	740	2800	3300	1900	2600	2550	640	1550	660	1850	1300	1450	1050	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	2800	2000	1800	770	2950	3450	1950	2700	2700	670	1600	690	1950	1400	1550	1100	....	....	....	....	....
A-6	3000 to 3003	3250	2350	2100	930	3450	4050	2300	3150	3150	810	1900	840	2250	1650	1800	1300	....	....	....	....	....
Mk-2, 4	3201 to 3240	5250	3900	3450	1600	5600	6500	3800	5150	5100	1400	3100	1450	3700	2750	3000	2200	....	....	....	....	....
Mk-5, 6	3241 to 3277	5800	4250	3800	1800	6150	7150	4200	5650	5600	1600	3450	1600	4100	3050	3300	2400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	6350	4700	4200	2000	6750	7800	4600	6200	6150	1800	3800	1850	4500	3350	3650	2650	....	....	....	....	....
Mk-10	3295	4900	3600	3250	1550	5200	6050	3550	4800	4750	1350	2950	1400	3450	2600	2800	2050	....	....	....	....	....
Mk-11	3297 and 3298	4700	3500	3100	1500	5000	5800	3400	4600	4550	1300	2850	1350	3350	2500	2700	2000	....	....	....	....	....
F-1	3600 to 3652	6650	4950	4400	2100	7100	8250	4850	6550	6400	1850	3950	1900	4650	3500	3800	2800	....	....	....	....	....
F-3	3653 to 3667	7600	5650	5050	2400	8100	9400	5550	7450	7400	2100	4550	2150	5350	4000	4350	3200	....	....	....	....	....
F-4, 5	3668 to 3769	7600	5900	5250	2400	8450	9850	5800	7800	7750	2250	4800	2300	5650	4200	4600	3350	....	....	....	....	....
AM-2	3900 to 3911	7100	5250	4700	2200	7550	8750	5150	6950	7000	1950	4300	2050	5050	3800	4100	3100	....	....	....	....	....
MM-3	3930 and 3931	8700	6500	5800	2700	9350	10800	6400	8600	8550	2450	5300	2550	6250	4650	5050	3700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	9200	6850	6100	2950	9750	11350	6700	9050	8950	2600	5550	2700	6550	4900	5300	3950	....	....	....	....	....
AC-4, 5	4100 to 4125	11900	8800	7850	3850	12700	14700	8700	11700	....	....	....	....	....	....	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	12800	9500	8500	4100	13400	15500	9200	12400	....	....	....	....	....	....	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	6050	4450	3950	1850	6450	7550	4400	5950	6000	1650	3650	1700	4350	3250	3500	2650	....	....	....	....	....
Mt-2	4385 to 4390	6650	4900	4300	2050	7100	8250	4850	6550	6500	1800	4000	1850	4700	3500	3800	2750	....	....	....	....	....
GS-1, 2	4400 to 4415	6450	4750	4200	1950	6900	8000	4650	6350	....	....	....	....	....	....	....	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	6600	4850	4300	1950	7050	8200	4750	6450	....	....	....	....	....	....	....	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	8900	6600	5850	2850	9500	11000	6500	8750	8700	2500	5350	2600	6350	4750	5150	3750	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 M's............6 45 M's to 55 M's............3 More than 55 M's............0																					

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT

RATING OF ENGINES—PORTLAND DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Myrtle Point to Powers	Powers to Myrtle Point Tallman to Springfield	Springfield to Tallman	Lebanon to Aumsville	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsville	Aumsville to Lebanon	Albany to Lebanon	Lebanon to Albany	Geer and Salem	Albany to Corvallis	Corvallis to Albany	Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Falls City to Black Rock	Gilliams to MP 735.5	Black Rock to Gilliams MP 735.5 to Dallas	Dallas to Salem
M-4	1617 to 1713	....	....	....	....	....	2700	1950	....	....	3200	5000	2050	2050	5000	2000	1350	2850	690	2050	4600	1900
T-1	2242 to 2271	....	....	....	....	....	2350	1800	....	....	2650	4500	1750	1750	4500	1700	1150	2450	590	1750	3950	1600
T-8, 9	2161, 2174 and 2178	560	1150	1880	1500	850	1680	1280	600	1250	2000	3000	1280	1250	3300	1200	830	1750	390	1250	2850	1150
T-36	2103	....	....	....	....	....	2500	1800	....	....	2800	4800	1900	1900	4800	1800	1250	2600	660	1900	4200	1750
T-37	2105 and 2106	....	....	....	....	....	3400	2450	....	....	3950	6000	2600	2550	6500	2450	1700	3550	870	2600	5600	2350
T-57, 58	2385 and 2386	....	....	....	....	....	3050	2200	....	....	3550	5600	2300	2300	5800	2200	1550	3200	790	2300	5100	2100
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	....	....	....	....	....	3050	2150	....	....	....	....	2300	2250	5910	2200	1500	3150	720	2300	5100	2050
P-1	2400, 2403 to 2407 and 2415	....	....	....	....	....	....	....	....	....	....	....	....	2400	6200	....	....	....	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	....	....	....	....	....	....	....	....	....	....	....	2500	6450	....	....	....	....	....	....	....
P-11	3100 to 3109	....	....	....	....	....	....	....	....	....	....	....	....	2450	6300	....	....	....	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	....	....	....	....	....	4100	2950	....	....	4700	6500	3100	3900	7800	3000	2100	4250	1050	3100	6800	2800
C-15, 32	2500, 2505 to 2507	....	....	....	....	....	2650	1900	....	....	2950	5000	2000	2000	5000	1900	1350	2750	690	2000	4400	1800
C-17	2510 and 2511	....	....	....	....	....	3250	2350	....	....	3650	6000	2500	2500	6200	2400	1650	3400	880	2500	5400	2250
C-18	3400 to 3409	....	....	....	....	....	3800	2750	....	....	4400	6000	2900	2900	7200	2750	1950	3950	1000	2900	6300	2600
C-19	3410 to 3426	....	....	....	....	....	3950	2850	....	....	4450	6200	3000	3000	7500	2850	2000	4100	1050	3000	6500	2750
TW-1	2900 to 2913	....	....	....	....	....	3150	2250	....	....	3750	5000	2400	2400	6000	2300	1600	3250	820	2400	5200	2150
TW-2, 3	2932 to 2952	890	1800	2650	2300	1200	2400	1810	850	1900	2850	4000	1800	1900	4850	1800	1200	2500	590	1800	4000	1650
TW-4, 6	2926 to 2931 and 2957	890	1800	2650	2300	1200	2400	1810	850	1900	2850	4000	1800	1800	4600	1700	1200	2500	590	1800	4000	1650
TW-8	2914 to 2923	....	....	....	....	....	3450	2500	....	....	3750	5000	2650	2400	6000	2500	1750	3600	910	2650	5800	2400

NOMINAL CLASS	ENGINE NUMBERS	Cheshire to Corvallis	Corvallis to Gaston	Gaston to Hillsboro Hillsboro to Cook	Cook to Sherwood Willsburg Jct. to Cook Cook to Hillsboro Hillsboro to Gaston	Gaston to Corvallis	Corvallis to Cheshire	Sherwood to Springbrook St. Joseph to Springbrook	Springbrook to Sherwood	Sherwood to Cook Cook to Willsburg Jct.	Springbrook to St. Joseph	Whiteson and Perrydale	Broadmead to Willamina	Willamina to Broadmead	Canby and Molalla	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook Buxton to Hillsboro	Hillsboro to Buxtom	Buxton to Timber
M-4	1617 to 1713	4000	1950	2650	2100	1650	750	970	1050	2650	4000	1500	2150	1450	....	2350	1200	550	1550	2500	1950	830
T-1	2242 to 2271	4500	1590	2250	1500	1400	900	880	840	2000	4500	1300	1850	1200	....	1750	900	400	1100	2000	1750	610
T-8, 9	2161, 2174 and 2178	3250	1200	1600	1250	1000	650	650	625	1600	3250	900	1300	850	1280	700	720	300	850	1500	1200	500
T-36	2103	4800	1800	2400	1900	1550	1000	910	990	2400	4800	1400	2000	1350	....	2150	1100	530	1450	2250	1800	780
T-37	2105 and 2106	....	2450	3250	2600	2050	....	1200	1300	3250	6000	1900	2700	1800	....	2900	1500	700	1950	3050	2450	1050
T-57, 58	2385 and 2386	....	2200	2950	2300	1850	....	1100	1200	2950	5800	1700	2400	1600	....	2600	1350	630	1750	2750	2200	940
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	....	2150	2900	2300	1800	....	1000	1100	2900	5900	1670	2350	1550	....	2550	1300	560	1700	2700	2150	880
P-1	2400, 2403 to 2407 and 2415	....	2250	3050	2400	1900	....	1050	1200	3000	6100	....	....	....	....	....	....	....	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	....	2400	3200	2500	2000	....	1100	1250	3200	6400	....	....	....	....	....	....	....	....	....	....	....
P-11	3100 to 3109	....	2350	3150	2450	1950	....	1100	1250	3150	6300	....	....	....	....	....	....	....	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	....	2970	3960	3100	2520	....	1470	1600	3960	7800	2300	3250	2160	....	3500	1850	850	2400	3710	2970	1250
C-15, 32	2500, 2505 to 2507	5000	1900	2550	2000	1600	1050	960	1000	2550	5000	1500	2100	1400	....	2250	1200	560	1500	2350	1900	820
C-17	2510 and 2511	6100	2350	3150	2500	2000	1350	1200	1300	3150	6200	1850	2600	1750	....	2750	1500	720	1900	2950	2350	1050
C-18	3400 to 3409	....	2750	3650	2900	2300	....	1400	1500	3650	7000	2150	3000	2000	....	3250	1700	830	2200	3400	2750	1200
C-19	3410 to 3426	....	2850	3800	3000	2400	....	1450	1550	3800	7200	2200	3100	2100	....	3350	1800	850	2300	3550	2850	1250
TW-1	2900 to 2913	6000	2575	3220	2400	2290	1250	1150	1250	3050	6000	1750	2500	2000	2400	2900	1300	570	1620	2850	2280	950
TW-2, 3	2932 to 2952	4800	1700	2400	1750	1650	1000	1000	1000	2400	4800	1400	2000	1700	1850	2700	1250	500	1250	2200	2000	700
TW-4, 6	2926 to 2931 and 2957	4600	1700	2400	1750	1650	950	1000	1000	2400	4600	1300	1850	1700	1850	2700	1250	500	1250	2200	2000	700
TW-8	2914 to 2923	6650	2575	3220	2400	2290	1400	1250	1350	3220	6600	1950	2700	2000	....	2900	1300	570	1620	2850	2280	950

NOMINAL CLASS	ENGINE NUMBERS	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Shelburn and Idanha	Corvallis to Toledo	Toledo to Corvallis
T-8, 9	2161, 2174 and 2178	1850	2050	800	850	590
TW-1	2900 to 2913	....	....	....	#1900	#1900
TW-2, 3	2932 to 2952	2750	3000	1230	1500	890
TW-4, 6	2926 to 2931 and 2957	2750	3000	1230	1500	890
TW-8	2914 to 2923	....	....	....	#1900	#1900

SP&S engines may operate as follows:

Between Albany and Lebanon—N class;

Between Greton and Beburg—F, N, 0-1, 0-2 and 0-3 classes.

#TW-1 and TW-8 Class Engines must not operate between Flynn and Toledo.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYEES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

All water tanks and water columns have impaired side clearance at spout.

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	“ “	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	“ “	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	“ “	Tunnel No. 8	20.5	5.6
548.3	“ “	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	“ “	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	“ “	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	“ “	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	“ “	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	“ “	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	“ “	Tunnel No. 17	20.5	5.6
557.8	“ “	Tunnel No. 18	20.5	5.6
558.6	“ “	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	18.8	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Armet	Tunnel No. 24	20.0	5.6
608.24	Pengra-Fall Creek	Fall Creek Crossing	.....	4.9

Springfield. Track lift bridge on Booth-Kelly high line track, Springfield, 250 ft. west of shingle mill.

Before using track west of shingle mill, stop and determine if lift bridge is lowered in place.

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
649.50	Hendricks--Marcola	McKenzie River Crossing	18.4	4.5
651.02	“ “	1st Mohawk River Crossing	20.3	4.2
659.86	Wendling-Hyland	2nd “ “ “	17.3	4.6

BROOKLYN SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
620	856 feet east	Rock Cut	....	5.7
698.93	Millersburg-Jefferson	N. Santiam River Crossing	21.7	4.9
757.50	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9

Salem. Trolley wires on Front Street are less than 22 feet above top of rail.

Pulp. Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

Portland, Union Station. South end tracks 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, from interlocking signals to a point 100 feet north of the crossing at the south end of these tracks.

Tracks 5 and 6 are on 12 ft. 3 inch centers their entire length.

Above tracks will not clear man on side of a car.

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	“ “	Tunnel No. 6	15.2	3.3
515	“ “	Tunnel No. 5	16.1	3.6
516	“ “	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4.8
518	5180 feet East	Rock Cut	.....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521.40	“ “	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut	.....	5.2
525	125 “ “	“ “	.....	5.8
526	3700 “ “	“ “	.....	5.7
526	3865 “ “	“ “	.....	5.3
526	4785 “ “	“ “	.....	5.2
528	600 “ “	“ “	.....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	.....	5.5

Dillard. Apron on loading dock.

Shady. Loading Chute on Metzger track.

COOS BAY SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
664.87	Long Tom-Noti	4th Crossing Long Tom Crk	.....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Willard-Lakeside	Tunnel No. 20	19.9	5.4
751.2	“ “	Tunnel No. 21	20.0	5.4
763.64	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	.....	4.1
795.9	Myrtle Point-Broadbent	Coquille River Bridge (1)	20.2	4.5
797.5	“ “ “	“ “ “ (2)	20.2	4.5
800.6	Broadbent-Warner	“ “ “ (5)	20.2	4.5
801.6	“ “	“ “ “ (7)	20.2	4.2
802.7	Warner-Gaylord	“ “ “ (8)	19.0	3.8
808.7	Gaylord-Byerle	Rowland Creek Bridge (9)	20.2	4.6
809.3	Byerle-Fensler	Tunnel No. 1	18.8	.....
813.3	Fensler-Powers	Coquille River Bridge (14)	18.5	4.5

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
650.25	Chestnut-Armitage	McKenzie River Crossing	18.5	5.7
671.67	Brownsville-Rowland	Calapooia River Crossing	20.6	4.3
698.48	Gilkey-Crabtree	Crabtree Creek Crossing	19.9	5.3
698.58	“ “	N. Fork Crabtree Cr. Cross.	20.5	5.0
700.99	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
706.29	Shelburn-N. Santiam	N. Santiam River Crossing	18.0	4.6

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
714	....	Rock Cut	.....	5.2
732	....	“ “	.....	5.1
736	2040 feet West	“ “	.....	5.8
736	3240 “ “	“ “	.....	4.4
737	....	“ “	.....	5.4
737	2000 feet West	“ “	.....	5.2
737	2300 “ “	“ “	.....	4.8
737	3000 “ “	“ “	.....	4.0
738	....	“ “	.....	4.8
738	2000 “ “	“ “	.....	5.3
738	3000 “ “	“ “	.....	4.4
738	3600 “ “	“ “	.....	5.8
739	....	“ “	.....	5.2
739	2500 “ “	“ “	.....	4.3
739	3000 “ “	“ “	.....	4.8
740	2300 “ “	“ “	.....	5.8
741	300 “ “	“ “	.....	5.6
743	90 “ “	“ “	.....	5.8
743	700 “ “	“ “	.....	5.6
744.21	Elk River-Detroit	Breitenbush River Crossing	20.5	4.5
745	350 feet West	Rock Cut	.....	5.8
747	600 “ “	“ “	.....	5.4
750	700 “ “ (both sides)	“ “	.....	5.8

Idanha. Apron on loading track at Raines Saw Mill.

TOLEDO BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
691.70	Albany	First Street Crossing	.....	4.5
691.82	Albany-North Albany	Willamette River Crossing	21.8	4.4
711.35	Flynn-Wrens	1st Crossing Marys River	18.4	4.2
715.0	1000 feet West	Rock Cut	.....	4.6
716.68	Wrens-Russell	6th Crossing Marys River	17.8	4.4
717.13	“ “	7th “ “ “	.....	4.7
718.88	Harris-Blodgett	8th “ “ “	.....	4.6
719.37	“ “	9th “ “ “	.....	4.4
719.66	“ “	10th “ “ “	.....	4.7
720.25	“ “	11th “ “ “	.....	4.7
720.51	“ “	12th “ “ “	.....	4.6
720.78	“ “	14th “ “ “	.....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	“ “	Tunnel No. 23	16.1	3.7
739.18	Nortons-Eddyville	4th Crossing Yaquina River	.....	4.5
739.43	“ “	5th “ “ “	.....	4.6
743.68	“ “	6th “ “ “	.....	4.7
745.79	Eddyville-Chitwood	7th “ “ “	.....	4.8
748.72	“ “	8th “ “ “	.....	4.5
751.22	Chitwood-Elk City	9th “ “ “	.....	4.4
751.57	“ “	10th “ “ “	.....	4.7
751.77	“ “	11th “ “ “	.....	4.8
752.4	“ “	Tunnel No. 24	16.4	4.0
752.99	“ “	15th Crossing Yaquina River	.....	4.8

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
719.74	Pinckney-Salem	Willamette River Crossing	21.6	4.9
743	3700 feet West	Rock Cut	.....	4.3
747.10	Black Rock-End of Line	6th Cross'g Little Luckiamute River	.....	4.7

Dallas. Trains operating between Dallas and Falls City before occupying main track between switches of deck track Dallas, will stop and a trainman will notify crane operator to discontinue operation of crane until train has passed.

Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track.

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
731.85	McMinnville-Whiteson	S. Yamhill River Crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River Crossing	19.8	4.5

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
762.12	Tualatin-Cook	Tualatin River Crossing	21.1	.....

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
745.27	Sheridan-Shipley	S. Yamhill River Crossing	.....	5.0
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

Willamina. Before switching on spur track serving Pacific Plywood Corporation, Willamina, see that the hog fuel loading platform is in an upright position.

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
751.06	Canby-Liberal	Molalla River Crossing	.....	4.7

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
789.6	Strassel-Hulbert	Tunnel No. 25	20.1	.....
801.8	Cochran-Mayo	Tunnel No. 26	19.1	4.8
803.6	“ “	Tunnel No. 27	20.0	4.6
805.7	Mayo-Enright	Tunnel No. 28	20.1	.....
806.2	“ “	Tunnel No. 29	19.3	5.0
806.5	“ “	Tunnel No. 30	20.1	.....
807.9	“ “	Tunnel No. 32	19.5	5.2
808.5	“ “	Tunnel No. 34	20.0	5.5
809.5	Belding-Enright	Rock Cut	.....	5.7
809.9	“ “	Tunnel No. 35	19.8	5.4
810.2	“ “	Rock Cut	.....	5.9
810.4	“ “	“ “	.....	5.5
810.7	“ “	Tunnel No. 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock Cut	.....	5.7
815.0	“ “	“ “	.....	5.6
815.5	“ “	“ “	.....	5.7
815.81	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
817.9	“ “	Rock Cut	.....	4.6
819.0	Wakefield-Batterson	“ “	.....	5.5
822.1	“ “	“ “	.....	5.8
830.5	Batterson-Mohler	“ “	.....	5.3
830.89	“ “	2nd Crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River Crossing	20.2	4.9
848.0	“ “	Tunnel No. 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River Crossing	20.3	4.9
854.37	“ “	Wilson River Crossing	20.9	.....

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

Train and Enginemen are cautioned to watch closely for Impaired Clearance signs.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Box-Baggage—40 ft. 6 in.	48,165			
Baggage—60 ft.	95,188	79,990		
“ —61 ft.		90,478		
“ —66 ft.	129,018	107,727		
“ —70 ft.	125,676			
Baggage & Mail—60 ft.	111,204			
“ “ “ —66 ft.	135,460	119,220		
“ “ “ —69 ft.	128,017			
“ “ “ —70 ft.	131,100			
Baggage & Passenger—60 ft.	102,015			
“ “ “ —61 ft.		115,200		
Baggage—Horse—70 ft.	133,275			
“ “ —80 ft.	150,265			
Postal—40 ft.	83,467			
“ —60 ft.	118,466			
Postal Storage—60 ft.	108,335			
“ “ —61 ft.	121,210			
Express Refr.—P.F.E. Nos. 500 to 799		83,200		
Club (ACI)			165,233	159,233
Official	158,046	158,182		
“ (ACW)			191,108 121,160	191,108 121,160*
“ (ACE)			172,200 142,800	172,200 142,800*
Chair—60 ft.	105,206			
“ —60 ft. (ACI)			140,150	134,150
“ —72 ft. (ACI)			163,323	157,323
“ —72 ft. (ACW)			159,639	159,639
“ —73 ft. (ACI)			155,133	149,133
“ —74 ft. (ACI)			179,383	173,383
“ —74 ft. (ACW)			170,087	170,087
“ —74 ft. (ACS)			196,908	180,908
Coach—60 ft.	100,304			
“ —60 ft. (ACI)			134,334	128,334
“ —70 ft. (ACI)			156,925	150,925
“ —70 ft. (ACW)			152,450	152,450
“ —72 ft. (ACI)			161,464	155,464
“ —72 ft. (ACW)			158,708	158,708
“ —74 ft. (ACI)			174,840	168,540
“ —72 ft. (Suburban)	120,243			
All-Day Lunch—60 ft.	102,171			
“ “ “ —60 ft. (ACI)			125,250	119,250
Cafe-Lounge—70 ft. (ACI)			171,300 181,400	165,300 175,400*
Light Weight Equipment				
Chair-Baggage (ACS)			127,000	111,000
Chair (ACW)			120,000	120,000
“ (ACS)			127,000	111,000
“ —Articulated (ACS)			208,000	176,000
“ — “ (ACW)			198,000	198,000
Diner (ACS)			129,000	113,000
“ —Triplex (ACS)			349,000	301,000
“ — “ (ACW)			299,000	299,000
“ — “ (Lark) (ACW)			305,000	305,000
Tavern (ACS)			162,000	114,000
Parlor (ACS)			130,000	114,000
Parlor-Observation (ACS)			123,000	107,000
“ “ (ACW)			115,000	115,000
Diner—73 ft.	158,113			
“ —77 ft. (ACM)			199,714	183,714
“ —77 ft. (ACW)			169,369	169,369
“ —77 ft. (ACI)			183,217	177,217
“ —79 ft. (ACW)			176,480	176,480
“ —80 ft. (ACM)			210,340	194,340
Lounge—75 ft. (ACW)			159,476	159,476
“ —75 ft. (ACI)			170,786	164,786
“ —80 ft. (ACW)			185,333	185,333
“ —80 ft. (ACI)			190,870	184,870
Observation-Lounge—77 ft. (ACW)			187,053	187,053
Observation-Smoking—73 ft.		156,080		
“ “ —75 ft.	156,000			
“ “ —75 ft. (ACI)			166,100	160,100
Pullman—Sleeper (ACM)			193,985	177,985
“ — “ (ACI)			182,350	176,350
“ —Tourist (ACM)			191,076	175,076
Pullman—(lightweight) (ACW)			133,600	133,600
“ —(“) (ACM)			140,530	124,530
Pullman—Troop Sleeper	75,250			
“ — “ Kitchen	78,920			
USA—Kitchen	80,800			
“ —Ward (ACI)			179,300	173,300
“ — “ (ACM)			173,400	157,400
“ —Dressing (ACI)			171,700	165,700
“ —Hospital—(Cars 89200-89201) (ACI)			168,100	162,100
“ — “ (Cars 89340 to 89352) (ACI)			156,600	150,600

*Steel Underframe.

CODE:—

NAC—Non-Air-Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Waukesha System.
ACS—Air-Conditioned—Steam Ejector System.
ACE—Air-Conditioned—Evaporated System.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Westfir and Oakridge	Dr. W. H. Haffner	District Examiner and Surgeon.
Springfield	Dr. Melville S. Jones	District Examiner and Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Examiner and Surgeon.
Eugene	Dr. Geo. P. Winchell	District Examiner and Surgeon.
Eugene	Dr. C. D. Thompson	District Examiner and Surgeon.
Eugene	Dr. Merle G. Howard	District Examiner and Surgeon.
Eugene	Dr. T. N. Lundy	Assistant District Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.
Eugene	Dr. O. R. Gullian	Oculist and Aurist.
Junction City	Dr. W. T. Pollard	District Surgeon.
Albany	Dr. B. R. Wallace	Emergency Surgeon.
Albany	Dr. Geo. W. Bohl	Emergency Surgeon.
Salem	Dr. E. S. Fortner	District Examiner and Surgeon.
Salem	Dr. H. A. Gueffroy	Asst. Dist. Physician and Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	Assistant Oculist and Aurist.
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist.
Woodburn	Dr. E. S. Donelly	District Examiner and Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. F. C. Renfrew	District Physician and Surgeon.
Oregon City	Dr. Guy Mount	District Surgeon.
East Portland		District Examiner and Surgeon.
Portland	Dr. A. L. Berkley	Division Examiner and Surgeon
Portland	Dr. John S. Rankin	District Examiner and Surgeon.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Ashland	Dr. Chas. A. Haines	District Examiner and Surgeon.
Ashland	Dr. R. E. Poston	Associate District Surgeon.
Ashland	Dr. Ernest A. Woods	Oculist and Aurist.
Medford	Dr. J. C. Hayes	District Examiner and Surgeon.
Medford	Dr. C. I. Drummond	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. W. F. Roney	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. A. Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Examiner and Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Examiner and Surgeon.
Roseburg	Dr. A. C. Seely	Oculist and Aurist.
Roseburg	Dr. B. R. Shoemaker	District Examiner and Surgeon.
Sutherlin		District Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	District Surgeon.
Cottage Grove	Drs. G. L. and W. H. Earl	District Surgeons.
Florence	Dr. Navarre J. Dunn	Emergency Surgeon.
Reedsport	Dr. J. C. Eastland	District Surgeon.
North Bend	Dr. Ennis Keizer	Asso. Dist. Examiner and Surgeon.
North Bend	Dr. Dean P. Crowell	District Examiner and Surgeon.
Coos Bay	Dr. G. E. Dix	District Examiner and Surgeon.
Coos Bay	Dr. R. J. Dixon	Asst. Dist. Examiner and Surgeon.
Coos Bay	Dr. Bernard Barkwill	Oculist and Aurist.
Coquille	Dr. James Richmond	District Examiner and Surgeon.
Myrtle Point	Dr. H. H. Thomas	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Examiner and Surgeon.
Stayton	Dr. Burl Betzer	Emergency Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Examiner and Surgeon.
Lebanon	Dr. Norman E. Irvine	District Examiner and Surgeon.
Brownsville	Dr. George M. Larson	District Surgeon.
Toledo	Dr. R. D. Burgess	District Examiner and Surgeon.
Toledo	Dr. H. R. Kauffman	District Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Oswego	Dr. Bruce Jones	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Examiner and Surgeon.
Hillsboro	Dr. J. O. Robb	District Examiner and Surgeon.
Forest Grove	Dr. H. C. Fortner	District Examiner and Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Examiner and Surgeon.
McMinnville	Dr. E. H. Barendrick	District Examiner and Surgeon.
Independence	Dr. Geo. C. Knott	District Examiner and Surgeon.
Independence	Dr. C. A. Fratzke	Assistant District Surgeon.
Corvallis	Dr. W. T. Johnson	District Examiner and Surgeon.
Corvallis	Dr. N. L. Tarter	District Examiner and Surgeon.
Corvallis	Dr. Waldo W. Ball	Assistant District Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. Murch Russell	District Physician and Surgeon.
Dallas	Dr. A. B. Starbuck	District Examiner and Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Tillamook	Dr. E. R. Huckleberry	District Physician and Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital............San Francisco
Good Samaritan Hospital.....Portland
St. Vincent's Hospital........Portland
Emergency Hospital..........Brooklyn

MILEAGE

Main Lines

Ashland to Portland	S. P. Co.		339.47		
	Union Pacific		.06		
	N. P. T. Co.		.26	339.79	
Natron to M. P. 527 Crescent Lake	C. P. Ry.			86.84	
Springfield Junction to Natron	S. P. Co.			7.05	
Total Main Line					433.68

Branches

Alpine	S. P. Co.	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co.	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co.	Eugene to Myrtle Point	146.72		
	C. B. L. Co. R. R.	Myrtle Point to Powers	18.78	165.50	
Falls City	S. P. Co.	Salem to wye		28.36	
Geer	S. P. Co.	Salem to Geer		6.81	
Mill City	S. P. Co.	Shelburn to Idanha		45.81	
Jefferson St.	S. P. Co.	Wilsonia to Jefferson St.		6.53	
Molalla	S. P. Co.	Canby to Molalla		10.28	
Newberg	S. P. Co.	St. Joseph to Cook		25.80	
Perrydale	S. P. Co.	Broadmead to Perrydale		2.38	
Tallman	S. P. Co.	Page to Tallman		7.69	
Tillamook	S. P. Co.	Willsburg Jct. to Tillamook		114.96	
Wendling	S. P. Co.	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co.	Cheshire to Hillsboro		102.64	
Willamina	S. P. Co.	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield		92.94	
Toledo	S. P. Co.	Albany to Toledo		74.43	
Total Branches					730.73
Total Portland Division					1164.41

TRAINMASTERS

W. W. McDONALD..................Portland
E. D. SMITH.....................Eugene Yard
D. P. BOYKIN...................Eugene Yard
D. C. STAHLMAN..................Roseburg
O. D. ALLISON....................Portland
L. R. SMITH, JR..................Hillsboro

TERMINAL TRAINMASTER

J. A. COPELAND ....Brooklyn

ROAD FOREMEN OF ENGINES

C. J. RIEDEL.......................Portland
F. J. JOST ....Eugene Yard

ASSISTANT TRAINMASTERS

L. L. HOLGATE.................Eugene Yard
G. M. JOYCE..........................Medford
W. B. KNOTTS................Crescent Lake
E. P. AHERN....................Crescent Lake

ASSISTANT TRAINMASTER-DIVISION EXAMINER

L. W. GARRISON...................Portland

ENGINEMEN INSTRUCTORS

E. D. MAY..........................Portland
F. R. BLEVINS.................Eugene Yard

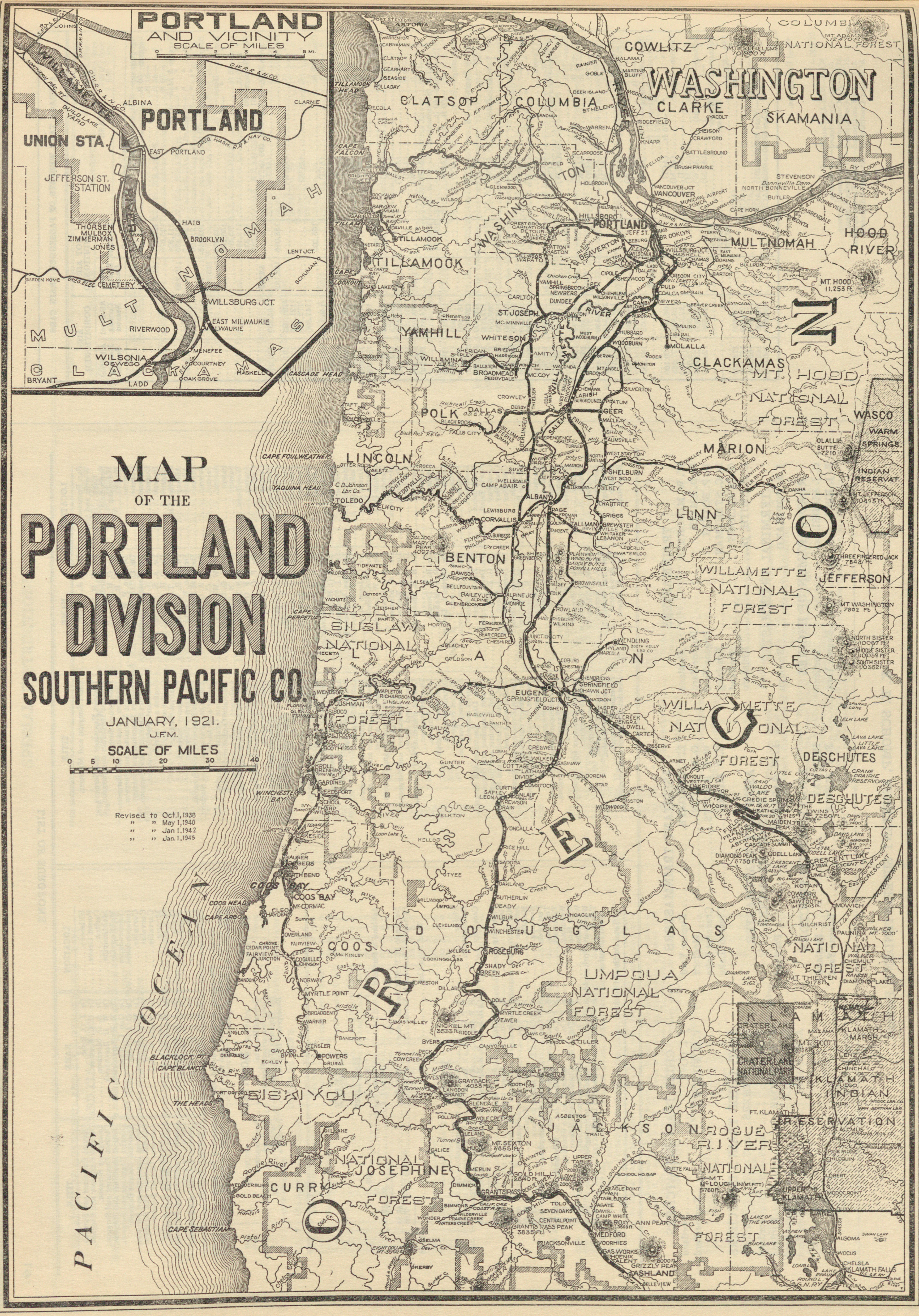
CHIEF TRAIN DISPATCHERS

J. I. LOVE..........................Portland
V. N. FIELDS...................Eugene Yard

ASST. CHIEF TRAIN DISPATCHERS

W. C. CAUTHERS....................Portland
C. H. EVA..........................Portland
A. S. BIMROSE.....................Portland
E. A. TUTTLE...................Eugene Yard
A. W. SORG.......................Eugene Yard

K. K. SCHOMP, ASSISTANT SUPERINTENDENT, Portland



MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES

Revised to Oct.1, 1938
" " May 1, 1940
" " Jan 1, 1942
" " Jan. 1, 1945

0 5 10 20 30 40
PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
PORTLAND
UNION STA.
JEFFERSON ST. STATION
ALBINA
GUILD LAKE YARD
EAST PORTLAND
CLARNIE
HAIG
BROOKLYN
THORSEN
MULBOX
ZIMMERMAN
JONES
LENT JCT.
SCHUMAN
GARDEN HOME
CEMETERY
WILLSBURG JCT.
RIVERWOOD
EAST MILWAUKIE
MILWAUKIE
MENEFEE
WILSONIA
OSWEGO
COURTNEY
HASKELL
OAK GROVE
LADD
BRYANT
WILLAMETTE
MULTNOMAH
CLACKAMAS
ST. JOHNS
WASHINGTON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS
MT. ST. HELENS
COLUMBIA RIVER
ASTORIA
FORT STEVENS
WARRENTON
SEASIDE
TILLAMOOK HEAD
CAPE FALCON
CLATSOP
COLUMBIA
ST. HELENS
RAINIER
GOBLE
KALAMA
VANCOUVER
RIDGEFIELD
VANCOUVER JCT.
STEVENSON
NORTH BONNEVILLE
BONNEVILLE
CASCADE LOCKS
HOOD RIVER
MT. HOOD 11,253 Ft.
MULTNOMAH
PORTLAND
HILLSBORO
FOREST GROVE
BEAVERTON
TILLAMOOK
BAY CITY
GARIBALDI
CAPE LOOKOUT
OREGON CITY
CANBY
NEWBERG
DUNDEE
SHERWOOD
TUALATIN
YAMHILL
CARLTON
ST. JOSEPH
MC. MINNVILLE
WHITESON
SHERIDAN
WILLAMINA
AMITY
WOODBURN
MOLALLA
CLACKAMAS
MT. HOOD NATIONAL FOREST
WASCO
WARM SPRINGS INDIAN RESERVAT.
OLALLIE BUTTE 7210
MT. JEFFERSON 10495 Ft.
CASCADE HEAD
POLK
DALLAS
SALEM
SILVERTON
GERVAIS
MARION
LINCOLN
CAPE FOULWEATHER
YAQUINA HEAD
NEWPORT
TOLEDO
ALBANY
CORVALLIS
LEBANON
LINN
SHELBURN
DETROIT
THREE FINGERED JACK 7848 Ft.
JEFFERSON
BENTON
MONROE
HARRISBURG
SALADO MARY'S PEAK 4097 Ft.
WALDPORT
YACHATS
CAPE PERPETUA
WILLAMETTE NATIONAL FOREST
MT. WASHINGTON 7802 Ft.
NORTH SISTER 10,097 Ft.
MIDDLE SISTER 10,039 Ft.
SOUTH SISTER 10,352 Ft.
SIUSLAW NATIONAL FOREST
LANE
JUNCTION CITY
COBURG
WENDLING
MARCOLA
HECETA
FLORENCE
GLENADA
TUNNEL 15
CUSHMAN
MAPLETON
EUGENE
SPRINGFIELD
SPRINGFIELD JCT.
NATRON
JASPER
OAKRIDGE
DESCHUTES
CRANE PRAIRIE RESERVOIR
ELK LAKE
LAVA LAKE
CRESWELL
COTTAGE GROVE
DORENA
CURTIN
DRAIN
YONCALLA
GARDINER
REEDSPORT
WINCHESTER BAY
SCOTTSBURG
ELKTON
UMPQUA RIVER
LAKESIDE
TENMILE
NORTH BEND
COOS BAY
MARSHFIELD
COOS HEAD
CAPE ARAGO
CASCADE SUMMIT
DIAMOND PEAK 8750 Ft.
ODELL LAKE
CRESCENT LAKE
CRESCENT
KIRK
CHEMULT
GILCHRIST
DIAMOND LAKE
MT. THIELSEN
UMPQUA NATIONAL FOREST
OAKLAND
SUTHERLIN
WILBUR
WINCHESTER
ROSEBURG
GLIDE
DOUGLAS
COOS
COQUILLE
MYRTLE POINT
BANDON
DILLARD
MYRTLE CREEK
RIDDLE
NICKEL MT. 3533 Ft.
CANYONVILLE
GLENDALE
WOLF CREEK
GRAYBACK
CRATER LAKE
CRATER LAKE NATIONAL PARK
MT. SCOTT
KLAMATH
KLAMATH MARSH
KLAMATH INDIAN RESERVATION
FT. KLAMATH
ROGUE RIVER NATIONAL FOREST
JACKSON
CAPE BLANCO
BLACKLOCK PT.
PORT ORFORD
THE HEADS
SISKIYOU NATIONAL FOREST
CURRY
JOSEPHINE
GOLD BEACH
CAPE SEBASTIAN
GRANTS PASS
GRANTS PASS PEAK 3835 Ft.
GOLD HILL
CENTRAL POINT
MEDFORD
JACKSONVILLE
TALENT
ASHLAND
GRIZZLY PEAK
MT. SEXTON
MT. MCLOUGHLIN
UPPER KLAMATH LAKE
KLAMATH FALLS
PACIFIC OCEAN
OREGON